

INTEREST SOARS FOR HAWAII RACES

See Page 1



Vol. 11—No. 10

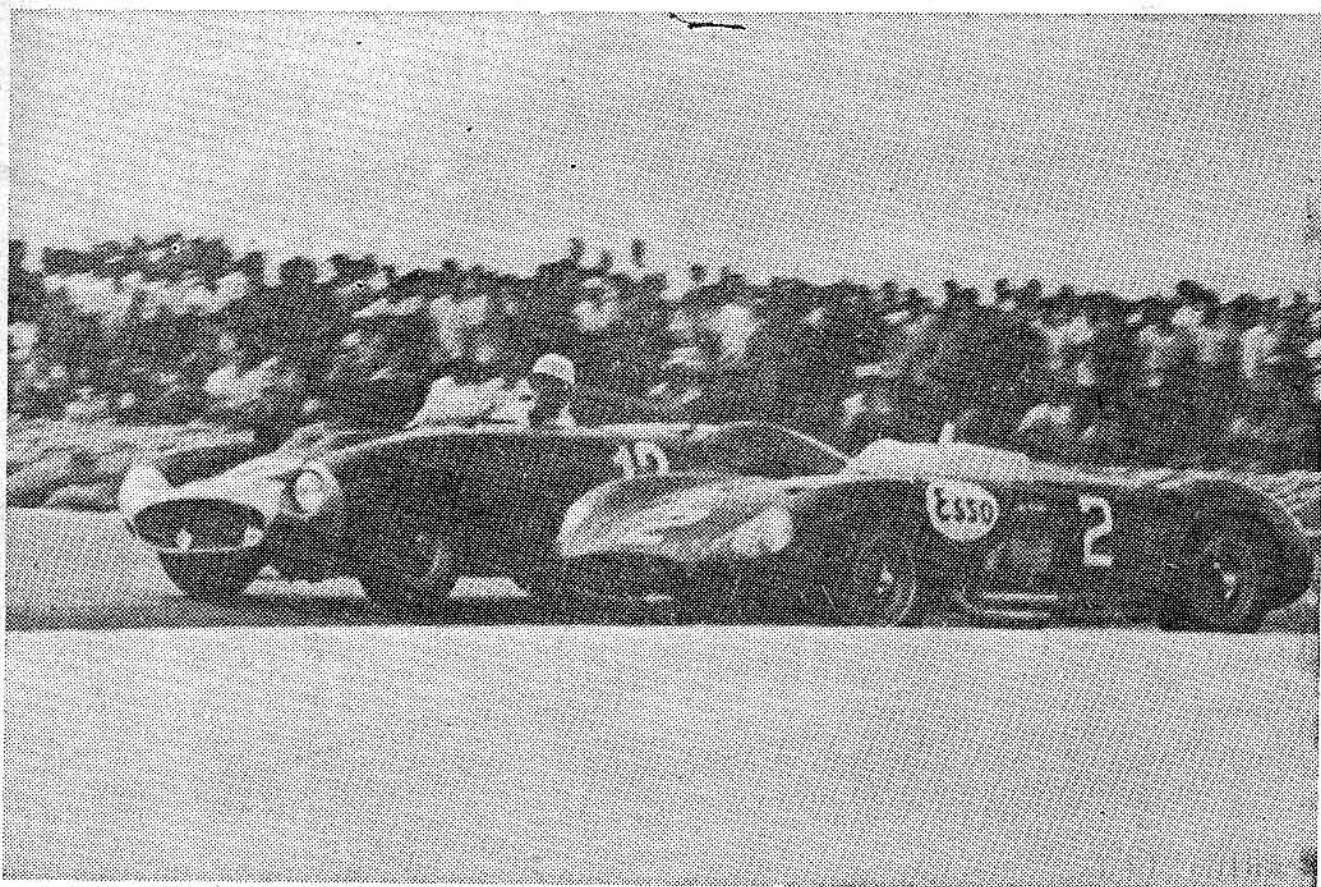
(Published Bi-Weekly)
except last issue of calendar year

Los Angeles, Calif. 15c

March 8-15, 1957

FANGIO CONQUERS HAVANA FIELD AS SHELBY 2nd; DE PORTAGO TAKES 3rd

See Page 1



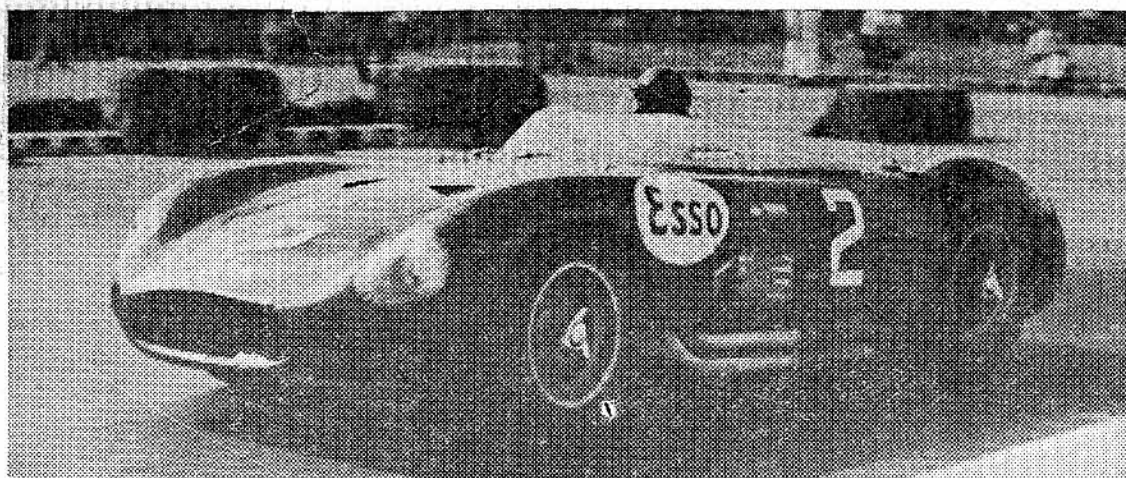
HAVANA HASSLE — Juan Manuel Fangio, four-time world champion, exhibits some of his noted skill and daring as he punches his 3-liter Maserati through on the inside to pass the Marquis de Portago's 3.5 Ferrari

as they negotiate a sweeping turn. Action occurred in the Cuban Grand Prix, Feb. 25, viewed by 70,000 paid fans and an estimated quarter-million "free-loaders" spotted in and atop apartments, rooftops, monuments.

—Claude Haycraft

TERRIFIC DUEL LOOMS FOR SEBRING

See Page 1



CUBAN CONQUEROR—Scoring his third major win of 1957, Juan Manuel Fangio of Argentina is shown at speed on Havana's historic "Malecon" during the Cuban Grand Prix on Feb. 25 as he piloted his 3-liter Maserati to victory before a huge throng in the island's first GP event in history. Always among the leaders, Fangio assumed the lead on the 67th lap of the 90-lapper when the then leading Marquis de Portago was forced to pit because of a broken fuel line.

—Claude Haycraft

Shelby 2nd in Cuba

It's Fangio At Havana

BY MAURY POWELL

MOTORACING Staff Correspondent

HAVANA, Cuba, Feb. 25—The historic, magnificent waterfront road known as the Malecon yielded up a 3.5-mile portion of its divided three-lane pavement for the first running of the Gran Premio (Grand Prix) de Cuba here today, and Argentinian Juan Manuel Fangio captured the lion's share of the booty in an event that developed into an excellent show right at the outset.

The 500 kilometer (310 miles) affair was staged by the Cuban Sports Commission under the

Other photos on Cover Page & Page 10, complete results on Page 10.

direction of Col. Roberto Fernandez Miranda, and had full blessing of Fulgencio Batista, Cuba's president, who presented the huge gold trophy to Fangio when the latter pulled in with his 3-liter Maserati after clocking the 90 laps in 3 hrs., 11 min., 2 sec., an average of 97.143mph.

The early leader, for one lap, was handsome Carroll Shelby, Dallas, Tex., in John Edgar's 4.9 Ferrari. Shelby, 1956 SCCA unlimited class champ, boomed into the vanguard at flagfall from

(Continued on Page 2, Col. 1-2)

Gardena Track Enlargement Due

Tom Haynes and Harry Schooler, popular owners of Gardena Stadium, only regularly operating motor track for major events in Southern California, announce plans to enlarge the present 1/4-mile strip to a 1/2-miler.

The straightaways will be lengthened easterly towards Western Avenue. This will cut into parking space, but there is ample space for other lots to be opened at the western section of Gardena's property, they pointed out.

Brero Races At Paramount

Lou Brero of Arcata, Calif., one of the top U.S. sports car drivers, has entered a Ferrari for the third running of the CSCC Paramount Ranch sports car road races, Saturday and Sunday, March 9-10.

Bill Murphy, winner of five main events in 1956, makes his first try over the west San Fernando Valley layout in his Buick-Kurtis.

Richie Ginther pilots an Aston-Martin, while Eric Hauser goes in the Morgensen Special which he drove to victory at Pomona in January.

Jacques Bellesiles has purchased a John von Neumann Ferrari for the race. Bruce Kessler is due to drive a Ferrari Testa Rosa, also formerly owned by von Neumann. Lance Reventlow goes in a 2-liter Maserati, and Jerry Austin in a D Jaguar.

Volkswagen Conclave In N. Y. April 27-28

Second annual convention of the Volkswagen Club of America will be held April 27-28 at Motel on the Mountain, Hillburn, New York, about 30 miles from New York City. An estimated 300 of the 1300 membership are expected to attend.

Club president Webber H. Glidden, Leonia, N.J., will preside. After morning and afternoon business sessions, a dinner and dance will be held April 27, followed Sunday by a rallye.

HECTIC SEBRING DUEL

SEBRING, Fla., March 6—Juan Manuel Fangio of Buenos Aires, Argentina, the world's champion Grand Prix driver who shared first honors with Eugenio Castellotti of Italy, in the Florida International 12-Hour Grand Prix of Endurance in a Ferrari here last year, will be pitted against Castellotti in the seventh annual race March 23. Fangio will be at the wheel of a Maserati, while Castellotti again pilots a Ferrari.

Complete entries on Page 11.

The contest between the Ferrari and Maserati teams for the huge Amoco trophy and the eight points awarded at Sebring to-

ward the international sports car championship is expected to be exceptionally hot as the Ferrari team already has a lead of eight points won at Buenos Aires Jan. 20. Points toward the championship are awarded to the car, not the driver.

MOSS WITH FANGIO

Sharing the wheel with Fangio in the Maserati will be England's spectacular Stirling Moss. Marquis Alfonso de Portago of Spain co-drives with Castellotti. Thirty-one of the drivers named to date are top European stars.

Among outstanding U.S. drivers: Masten Gregory, Kansas City, Mo.; Ferrari; Carroll Shelby, Dallas, Tex.; Maserati, and Briggs Cunningham and Bill Lloyd, both of Greens Farms, (Continued on Page 11, Col. 4)

Shelby Enters Sports Car Biz

Carroll Shelby informed MOTORACING he is going into the sports car dealership business in his home town of Dallas, Tex., opening soon with franchises for the Jaguar, MG and Austin-Healey marques. He also intends operating a national sports car brokerage. Watch this paper for more details. It's also learned that Juan Manuel Fangio, presently General Motors distributor in Argentina, will soon build motor scooters in that country.

Shelby Goes to Mexico

Carroll Shelby, Dallas, No. 1 U.S. sports car pilot, will pass up the SCCA Palm Springs race and instead goes after a share of the \$8000 (100,000 pesos) prize money in an FIA-approved international sports car race near Mexico City, April 7, MOTORACING learned today.

He will be in a new car for John Edgar, the Encino millionaire—a 2.5-liter Maserati on a 1500cc chassis.

U. S. drivers are invited to enter the 50-lap, 120-mile race over the 2.4-mile Avandaro circuit at Valle de Bravo, 90 miles from Mexico City.

Races are being staged by Roda Automobile Club. This is the first international event in Mexico since cancellation of the Pan-American road race. Enrique Martin Moreno, who directed the first four Pan-American races, heads the organization.

Cash will be divided among overall and class winners. There will also be beautiful solid silver trophies. Entries are limited to 40 cars. Good only for this race, FIA licenses will be issued free of charge to U. S. drivers by ANA, Mexico's FIA representatives.

Present lap record of 2:01 was set by Piero Taruffi last year. Further info, entry blanks and rules: RODA, Avenida Chapultepec 347, Mexico City, Mexico.



—Dave Mills

MISS TRIPLE R—Well-proportioned (!) Iris Bristol, Hollywood starlet, will rule as trophy girl at Road Racing Register's pro road races Sunday, March 17, at Willow Springs. She's shown with Driver Billy Cantrell in "Whitey" Thuesen's Offie Special. Six races are billed, starting at noon, and drivers' purse will be 30% of the gross gate after taxes. There will be payoffs for all races. Practice: all day March 16 and morning of the races, which start at noon. RRR members and non-members may race. Call Ludlow 7-1086 for info. (Story on Page 3.)



Vol. II—No. 10 (Published Bi-Weekly) 15c 44 Mar. 8-15, 1957

On to Hawaii!

By GUS V. VIGNOLLE

Gaining tremendous momentum, Hawaii's International Speed Week, April 19-20-21, bids fair to attract at least 100 cars from the Mainland, Ray Turnbull, who is staging the event with the Associated Sports Car Clubs of Hawaii, predicted today.

At the same time interest continues to boom in MOTORACING's tour to the islands in cooperation with Dusty Mahon and Westwood Travel Service in Westwood Village.

Dusty has been flooded with calls—not only drivers, but fans and people who have never witnessed a road race.

The tour is by Pan American World Airways, and dates and rates are listed in this issue's big back cover ad.

Additionally, Turnbull and Jack Tanner, the Northern California representative, announce four other attractive package deals by air aboard Transocean's 4-engined Royal Hawaiian airliners. Rates including transportation, hotels, luau, etc., range from \$245.80 (single) to \$385 (double).

In So. Calif., call GR 2-8910

for details; No. Calif., Lockhaven 9-3737.

From all appearances, this is the start of another Nassau Speed Week, if interest is any barometer.

Fourteen races are planned for April 20-21, topped by the over-1500cc one-hour main event over a 3.1-mile airport course at Dillingham Field.

A crowd of 35,000 servicemen alone is certain.

Queries from drivers have come from as far as Kansas City.

Among probable entrants are Carroll Shelby, Richie Ginther, Bart Spiegelman, Jay Chamberlain, Ignacio Lozano, Johnny Porter, James and Marion Lowe, Jean Pierre Kunstle, R. G. Gillespie, Chick Leson, Rex Huddleston, Jimmy Orr, Dr. Ray Snively, Ruth Levy, Peter Talbot, etc.

Engineering the mass of details on the island are George Wimberly, prexy of Associated Sports Car Clubs of Hawaii, and Tetta Turnbull Richert, regional exec of the Hawaii Region of SCCA.



Racing Pow-Wow

By Maury Powell

Tremendous Ovation for De Portago in Cuba Race

(Continued from Page 1)

the second row, getting the jump on Fangio, Marquis Alfonso de Portago, Phil Hill and Harry Schell. Hill was black-flagged when his Bendix wouldn't catch and his Ferrari was kaput.

Going into the looping turn at the traffic circle marking the end of the main straightaway, de Portago pulled even with Shelby in a 3.5 Ferrari and rather tight quarters existed for a spell. When the smoke had cleared, each mount bore a good freeway love tap and de Portago owned the leadership.

The Marquis set sail for a fun drive down the scenic course, lined by some 70,000 paying customers. He was closely followed by Shelby, Fangio, Peter Collins, Stirling Moss and Eugenio Castellotti. Collins had started in the fifth row with his 2-liter Ferrari but went like gang-busters to get into contention quickly. He ultimately placed fourth behind Fangio, Shelby and de Portago.

Driving with his usual bravado, de Portago gave the spectators thrills galore as he jetted down the straight and screeched through the corners ahead of his 17 rivals. On one lap he lost it on a narrow street leading back to the Malecon, spinning onto the sidewalk. Fans leaped to his rescue and had him straightened out before anyone could overhaul him.

De Portago was cutting the 3½-mile circuit in just over two minutes, his fastest lap being 2:01.1, topping all rivals. Shelby clocked 2:01.3, Moss 2:02.3 and Fangio Longland at 2:02.6.

BROKEN FUEL LINE FOR DE PORTAGO

The Marquis sailed along blissfully up front from the second until the 67th lap, when he noted a dismaying drop in his fuel gauge. Pitting, he spent a cost 5 minutes and 15 seconds noisily going mad while his crewmen repaired a broken fuel line.

Meanwhile, back on the Texas range, Shelby noted a scorching 130 reading on his oil temperature dial and decided to cruise at 5500rpm in hopes of saving second or third money without blowing up Edgar's red rover.

Thus, when the Marquis yielded the lead on the 67th, it was Fangio who shot to the fore and remained there until the checkered flag greeted him 23 laps later. Shelby tucked into second, followed by Collins, Oliver Gendebien's 2-liter Ferrari, Moss, and the Jaguar 3500, driven by the local hero, one Alfonso Gomez Mena, whose efforts were creditable indeed, considering the array of talent he was facing. Moss' own 2-liter Maser gave up after 17 laps with a broken oil line, but Schell yielded his Maser and Moss zoomed into the fray with fresh heart on the 57th go-round. He retired later in that car, too, this one being afflicted with spark plugitis.

After Nello Ugolini and his laddies completed repairs on de Portago's charger, the Spanish flyer re-entered in fifth place. He gritted his gleaming white teeth and stuck his booted right foot through the injectors, picking up foe after foe and making up lap after lap in as hairy a display of sports car driving as one would ever care to view.

You could tell that not only were the customers on the streets and in the stands, including Gary Cooper and Linda Christian, for him, but they were hollering his name from the hundreds of balconies, office buildings, monuments, stores and even the unfinished building structures loaded with free-loaders.

He smashed his way into third with an elapsed time of 3 hrs., 11 min., 59 sec., slightly better than Shelby's 3-12-11 for second and being one lap behind the one-two boys, Fangio and Shelby. Collins' time for fourth was 3-13-15.

WIN WORTH \$4000 FOR FANGIO

Fangio collected \$3000 for winning, plus \$1000 for appearance. Shelby received \$1000 plus \$1500 for second, while de Portago's haul was a thou and another thou, all good, clean American bucks, not that Cuban pesos are to be sneezed at, since they're pegged at U.S. parity.

Fangio made only one pit stop, a 15-second quickie, to confer with Ugolini. Shelby took on fuel in a 50-second pitter on the 49th lap.

Only 8 of the 18 starters finished the grind. Class-wise, Fangio won the over-2000cc cup ahead of Shelby, de Portago and Mena. In the 2000cc and under bracket, the goodies went to Collins, Gendebien, Pietro Drogo and Masten Gregory, all in 2-liter Ferraris which were watched over lovingly by the famed Luigi Chinetti.

There was one death recorded during the race, but it was a spectator who evidently had fallen off the 3ft. wall into the waves some 50 ft. below and his body was discovered after the excitement abated. The previous day at time trials it was spectators getting harmed again, this time some 50 of them falling about 18 ft. onto the pavement from a temporary wooden overhead pedestrian crossing. They stampeded when a heavy downpour hit and the vibration caused the structure to crash. About 30 required treatment for minor injuries at the hospital.

President Batista reportedly was pleased with the entire race meet. It is believed the event will be placed on the FIA's World Championship calendar for 1958. Gordon Schroeder, head of the FIA's competition branch, was among the notables in the pits.

BIGGEST CUBAN SPORTS EVENT CROWD

Earlier today there were three prelims for Cuban speedburners, one for stocks and the others for sports. The 10-lap "B" stocker went to Jose S. Cubillas in a Studebaker, while the "A" class was taken by Abelardo Carreras in a Buick, the first chap averaging 120.712kph and the second 128.486kph.

The crowd, estimated as high as a half-million, was the largest ever to witness any Cuban sports attraction in history. On the whole they were well-behaved. Gendarmes were kept busy now and then trying to discourage fans on the narrow streets, who were able to get closer than other fans, from reaching out and touching the speeding autos whizzing by!

They showed de Portago, who angrily strode back and forth through the pit area after the race, that he was their boy, more fans tailing him than even went to congratulate the winner and four-time World's Champion Fangio.

Cubana Airlines assisted mightily with press relations, while the management of the new, 13-story St. John's Hotel also deserve commendation. The elevator girls and desk lassies weren't bad, either, at the "Johnny Hotel," as the taxi-drivers labelled it.

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 725 N. Western Ave., Suite 14 Los Angeles 29, Calif. HOLLYWOOD 2-6388

Gus V. Vignolle.....Editor
Maury Powell.....Managing Editor
Bill Remrah.....Advertising
June Vignolle.....Circulation
Art Lauring, Jim Mourning,
Buzz De Bardas, Myra Jones,
W. Robert Nitske, Henry N.
Manney III, Flavio St. Ger-
main, Gloria Dearborn, Jules
Delancey, John Foster, Tom
Wilson.....Staff Writers
Bill Harmer.....Staff Artist
Lester Nehamkin, Gene Simon
.....Staff Photographers
Anne Evans.....Secretary
Jerome Weber.....Gen. Counsel

Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:

Domestic \$3 - Foreign \$4
Second class mail privileges
authorized at Los Angeles, Calif.

Manuscripts, photos or art-
work submitted to MOTORACING
should be accompanied by ad-
dressed envelope and return
postage. The publisher assumes
no responsibility for the return of
unsolicited manuscripts, photos
or artwork.

LETTERS

to the Editor

CANADIAN SPEAKS

Pursuant to the controversy which rages week to week in your pages, concerning the relationship of the various Sports Car clubs with each other, and other matters of importance to the sport, a few words of advice. While I realize that this will be resented in the end, and can already hear the anguished screams re "Fur-riners" meddling in a purely internal affair, etc.

The foremost question which must be answered is "Why a Sports Car Club?" and the answer, though simple, is too often lost in the hot and heavy petty politics that invade club affairs. It is of course, to provide activities for each member to participate in, to his own satisfaction. Not to permit certain persons to create around themselves dynasties whose only concern is their own glorification and preservation. This of course is the Mogul type, so often referred to in your pages. The only solution that we can see is to recognize the whole thing. Not that we would advocate the dissolution of all clubs, but that a National organization that is truly representative of all clubs be created. This would start at Club level, delegates to a regional committee. Specifically, the SCCA local chapters would each be considered as a local club, their existing nationwide organization being ignored. This would eliminate the present situation where one Club claims the right to control the destinies of all. The Sport would be administered by and for the members, and any matter of concern to one Club would be dealt with not by another Club, but by a committee of its Peers, so to speak.

Another point of controversy, the solution to which is so simple that it seems strange that no one has yet enacted such a scheme. The Europeans call it Starting Money, (SM to us), and while the amount need not be great, it would take the sting out of racing. It would discourage racing for the possibility of a prize as opposed to the certainty of SM. The present practice of handing out trophies would continue, there being no monetary consideration to a win. To anyone arguing that he cannot afford to race without prize money, we say "Get a cheaper car." This would require selection of cars, and again borrowing from Europe, short Sprint races, run off by class, would establish (a) starting position, and (b) who gets in to the main event for which SM is paid. The guy with the Monza would have to try just as hard as the one with the hot Mog.

Another pet peeve is the practice of calling everything an "International Grand Prix". No 15, 30 or even 100-mile race can so be unless designated by the FIA. As for the International part, the requirement for racing in the USA must be the same as those that apply to Presidential Candidates, to a Canadian anyway.

J. G. L'Ecuier,
St. Eustache sur le lac,
P.Q. Canada

SPORT OR SHOW?

Though not a member of the Cal Club, I sincerely appreciate your recent crusading efforts, regretting only that they weren't more successful. My interest is not in the club, for any organization which selects that kind of president no longer merits the concern of those who love the sport. My thanks, then, are not for your efforts to save the club, but rather for your attempt to save the sport from getting a black eye.

This mess has more than ever convinced me that the future of the sport can lie only in small, non-profit-making clubs and semi-public events limited to owner-driven cars. To hell with the big scuderia, the big bore features, and the big headaches. This is supposed to be a sport, not a segment of show business.

Robert Clay
North Hollywood

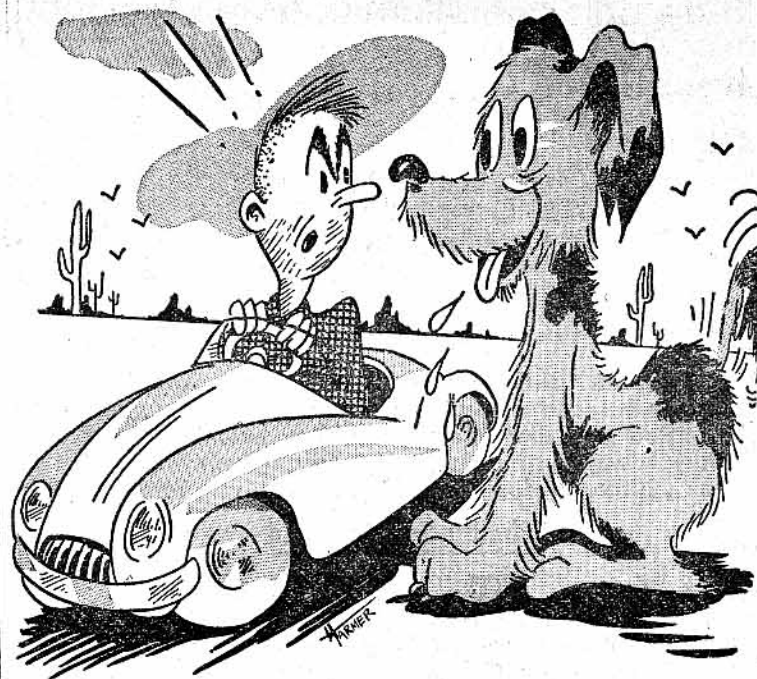
VENEZUELA ACTIVE

I enjoyed our visit at the time of the Paramount Ranch Race in November. Since that time I have received the copies of Motoracing which you so very kindly sent to Caracas, and noted, in one issue, the picture of me with Phil Hill.

We have quite an active year of

SPORTS CAR-TOON ★

By Bill Harmer



'OH, NO!'

Reed Pilots Ford To Stock Car Win

Jimmy Reed, winner of four successive national short-track championships, came from 13th in a field of 19 to capture the 150-lap NASCAR late model stock car race before 5615 at Gardena Stadium last Sunday. He drove a 1957 Ford.

The first three finishers hail from the potent stable of Peter De Paolo Engineering in Long Beach, Calif. Second was Bill Amick and third went to Ed Pagan.

Three-lap trophy dash—Chuck Meekins, Lloyd Dane, Ed Gray, 1:17.53.
25-lap semi main—Bill Amick, Ed Pagan, Danny Letner, 7:27.09.
15-lap semi main—Clyde Palmer, Jim Blomgren, Bobby Ross, 7:17.50.
150-lap main event—Jimmy Reed (1957 Ford); Bill Amick (1957 Ford); Ed Pagan (1956 Ford); George Seeger

(1957 Ford); Ed Gray (1956 Chevrolet); Lucky Long (1956 Chevrolet); Bob Ross (1956 Mercury); Lloyd Dane (1957 Ford); Scotty Cain (1956 Ford); Danny Letner (1957 Chevrolet) 4:06.27.

Plan Rally March 17

The Hughes Employees Assn. Sports Car Club, Grisly Torque Rallye will be held March 17. Starting time has been set for 8:30 a.m. by Ken Port, rally-master, with the first car being clocked out at 9:01.

The starting place and other information can be obtained from the rallymaster at Texas 0-7111, Extension 2337. Guests are welcome.

sports car racing planned for Venezuela this year. At least one race a month, with the "piece de resistance" being in November for the Gran Premio, which is an international race and according to the latest news we received, will count for points for the World Championship. Some of our boys raced in Argentina and in Cuba. Congratulations are in order for Masten Gregory for his showing in Argentina in February.

I was re-appointed to the Automobile Sports Commission in Venezuela again for 1957. I am attaching a check for a 1-year subscription (foreign). Will you please see to it so I can keep up to date on all of the latest news.

L. S. Stebbins,
Vice-President,
Sports Car Club of Venezuela,
Caracas, Venezuela

SIGHT UNSEEN

I wish to subscribe to MOTORACING. My check for \$3 is enclosed. I do not know how long \$3 signs me up for as I have never seen your publication and neither has my friend who supplied your address. I guess he got it from a migrating Mallard (not Allard).

We are hoping Motoracing is mostly about sports car competition and the news is a bit fresher than — There is nothing exciting about Le Mans results on Christmas Eve or Monza reports on Easter.

If your paper is what I hope it will be, congratulations on plugging one of the biggest holes that exists in racing journalism.

Jerome A. McCann
Springfield, Ohio

CUT OUT BEEFS

In enjoy your paper immensely. It is thoroughly heartening to see you enjoy your ever-expanding success. Keep up the good work, would like to see you move out of your provincial morass, i.e., CSCC Pharaoh squabble, and perhaps give more National coverage. Your coverage of European tracks is swell.

Tom Zanze,
Sacramento 2, Calif.

TERRIFIC, TERRIFIC!!

We found this article in a South Boston (Va.) newspaper, and it contained such words of wisdom that we thought some of your readers would get a kick out of it—

"Know what to do if a car suddenly appears traveling from the opposite direction and heads towards you on the wrong side of the road? This situation occurs in about nine out of every 100 fatal accidents. If it should happen to you, prompt and correct action can prevent a collision."

G. & H. Swift,
No. Hollywood, Calif.

TOP SCCA MEET

Please enter my subscription for one year—for MOTORACING. I enjoyed the sample copy very much—though I cannot exactly agree with the comments of Tom Wilson re the annual SCCA meeting in Detroit. I thought it was an excellent meeting—and that Kimberly has done an outstanding job with the club this past year. No matter WHO heads up such an organization—he will be damned by many—and "blessed" by the rest—but it's a thankless job—let's face it!

I don't even know the guy personally—yet, from the way he handled himself at the meetings—I am convinced he is an extremely capable

executive—and the fact that there were so few complaints of any kind at the annual meeting—plus no opposition slate—should prove (or, at least, did to me) that he has the organization running smoothly.

Russell Boss,
Warwick, R.I.

A GOOD IDEA

The need for a council governing industrial corporation sports car clubs now exists and the solution is being formulated at present. Several companies here in the San Fernando Valley have grouped together and joined in staging combined rallies, etc. These companies are also in favor of an Industrial Sports Car Club Council which we feel is greatly needed.

We are not "way" bucking the present Council, because without them there would be utter confusion in overlapping events, to name only one of many points.

The purposes for such a council arise from various company policies which regulate the activities of their company-backed clubs.

Secondly, the companies' eligibility for the council will be those of common interest, such as jobs, products, etc., which entails a combined interest other than sports cars. The second and third points are combined because the council will be held to a minimum due to the few companies having sports car clubs, enabling the council to properly function by having a small scale group to work with.

I would like to have all interested parties contact me for further information: R. L. Shuck—State 6-8470 Ext. 50 (until 5:00 p.m. or Empire 1-1045 after 5:30).

R. L. Shuck
San Fernando, Calif.

BOOST FOR WILSON

I read with interest the announcement that Tom Wilson will be covering Northern California news for you. I feel that this is a good thing for all of us as Tom's style is of a nature that is more suitable to your publication than a club sheet and he creates a tremendous amount of reader interest. I sincerely wish you both the best of success in your association.

James A. Orr
Kentfield, Calif.

MORE RALLYE NEWS

I read MOTORACING from cover to cover and appreciate the wonderful job you're doing for us sports motorists. However, in addition to being a racing enthusiast, I am among your many hundreds of readers that go on several rallies each year. I feel that without deleting much of your racing news you could give us a little bit more coverage on the sport of rallying.

As far as your rallye columnist is concerned, I'm afraid he has told us all he knows about "how" to run a rallye and has been repeating himself for the last several months.

Couldn't the space this columnist wastes be better used to give us news and comments on current and proposed rallies? Even a constructive rallye critic who commented on local rallies he had run would make for a much more lively and informative column on the rallye scene.

Garnet Ireland
Los Angeles

(Editor's Note—We hope you will notice that we are now running more rallye news than heretofore.)



Vignettes

By Gus V. Vignolle

IN WHICH WE DOFF THE OL' CHAPEAU TO RAY TURNBULL

EVER SINCE we heard of David telling Goliath to shove it, we have had a lot of respect for guys with tripe.

That is why we doff the fez to one **Ray Turnbull**. Ray didn't pick a beef with a giant. He undertook something that required more uttgay.

Ray, a Los Angeles oilman, has witnessed only two sports car races in his life—the last Paramount and Pomona deals. He has never driven in a sports car race—not even a little MG.

But he took a firm liking to the sport. This was heightened after his sister, **Tetta Richert** of Honolulu, the famous speedboat champion of the 30s, took to sports car racing on the island.

So what does Ray Turnbull do?

He decides on a **Hawaii International Speed Week**—something like the big Nassau project. They said he was nuts. A race some 3000 miles out in the middle of the Pacific?

The dates are April 19-20-21. At first it didn't look so good. But Ray has been **WORKING** here and in San Francisco, and flying to and from the islands.

And right now it looks like a whopping success. His goal is at least 100 cars from the Mainland. He should make it. Interest is at a fever pitch. **MOTORACING** is planning an air tour to Hawaii. The response has been terrific. **Dusty Mahon** has been flooded with calls at Westwood Travel Service (GR 8-9823).

EDGAR, PARRAVANO RACE IN HAWAII

John Edgar and **Tony Parravano** plan to take some of their big, expensive machinery. **Carroll Shelby**, the No. 1 U.S. sports car driver, will race one of Edgar's big cars.

Many who never heard of sports cars are training their sights on the Land of Oahu. At this point it appears Turnbull has it made.

Tripe? The guy has never raced a car, but will be in the Islanders' race at Honolulu. A little car? Hell, no! He has ordered a 2-liter Maserati from Italy, but it won't be here in time. So for his first race he's going in a loaner from Parravano—a Ferrari Mondial with a Testa Rossa engine!

Ray just wants everybody to head out to Hawaii and have a roaring good time. No club beefs. No individual beefs. No backstabbing. Just lots of fun and sunshine and swimming and racing and some tall, cool ones in Alohaland.

You have to hand it to a guy like that.

The telephone rang. It was Mexico. And pretty soon our **Anne Evans** was getting additional dope on the races 90 miles from the capital on Sunday, April 7. Any Doubting Tomasos can relax. The prize fund of 100,000 pesos (\$8000) is already in the bank.

This isn't a Mexican Government deal. It's being staged by the Roda Automobile Club. Entry fee is \$20.

Carroll Shelby definitely will race there. He's skipping Palm Springs on the same day. **John Edgar** can use the loot (!).

They also expect **Ray Crawford**, the former Mexican road race winner; **Phil Hill**, **Ignacio Lozano** and many others. Check the Page 1 box for other details.

HOW ABOUT IT, DR. VILLAGRAN?

Also, you can call several phone numbers in Mexico City for dope. They are 11-98-60, 15-12-10, 46-88-29, 46-99-65 and 27-29-70. Enough choice! And if you happen to go to Mexico, drop in to the club HQ, Avenida Chapultepec 347. They're open after 7 p.m.

We are going to contact Dr. Francisco Villagran about making this one. Se puede?

Edgar has said Hill will drive his 4.9 Ferrari at Palm Springs, but we got a hunch that scratch will lure Phil south of the border.

Did you know **Dr. Bill Escherich** of Pomona has been bounced by the Cal Club. He will race pro for RRR at Willow Springs March 17.

Seems he was called in after the second Pomona race. He was charged with going around a pylon in Saturday practice and bumping a car next day (that was the day Miles was off the course FOUR TIMES!); also bumping a car at Santa Barbara (a car that was getting out of the way after being pranged by Miles!)

A contest board joker (who has one of the worst driving records in the state—and we can prove it) told "Doc" he was going too fast. "Didn't know there was a speed limit," retorted the "Doc."

Dr. Escherich said he was banned permanently "because they did not like my attitude." Same deal as the **Johnny Martin** case.

Then this contest board joker told the "Doc" that the ban would be lifted if he appealed to the Pharaohs, promised not to drive so fast and would be a good boy.

Ask the "Doc" for his comeback to that one. "The CSCC rules are for the minority, not the majority," declared the "Doc." Unquote.

THEY GIVE REVENTLOW THE BOUNCE

Lance Reventlow was 21 last Feb. 24. Big splash in the papers. Aftermath: banned by National SCCA for having given a phony age. Some time back, SCCA banned another well-known youth for being under age. Everybody knows he is. But the CSCC never takes action on these deals. They bury their head in the sand.

FUN DEALS—Long, interesting chat with **Chris Porter** while puffing on **Irv Kreisel's** Berings at Continental Car Imports in Culver City . . . top parties by Maserati **Harold Coole** at Crystal Room of the Beverly Hills Hotel, by Ford (**Goin Scripps-Hal Smith**) for their retractable hard-top, at the Cadore Room of the Beverly Hilton, by U.S. Rubber (**George Barber**) at the Press Club, by Monise Motors (**Jack Bates-Frank Monise**) at their new Pasadena spot (what unchpay), **Gerard Colliott** for those wondrous Basque dancers in Bel Air.

How can a guy get any work done?

San Diego SCCA Race Set for May 4-5

SAN DIEGO, Mar 6.—The San Diego SCCA announces a program of road races May 4-5, entry blanks for which will be mailed this week. FIA, SCCA and CSCC licenses will be honored. Practice is billed May 4, races on the 5th.

Site is a 2-mile airport course located ½-mile north of the Miramar Naval Station. Cars are restricted to two liters, with a special race for the Formula III jobs. San Diego's Junior C of C is cooperating on the event, with proceeds earmarked for Navy Relief Charity.

Stockton Races Set Mar. 16-17

March 16 and 17 are dates for the SCCA San Francisco Region's 5th Annual Stockton Sports Car races on the smooth macadam 2.3-miler at San Joaquin County Airport, Stockton.

Sponsored for charity by the Stockton Lions Club, the event should prove one of the season's finest speedfests. The program breakdown:

SATURDAY, MAR. 16
8:30-11 a.m.: Registration and limited inspections. 11 a.m.: Drivers' school. Noon: 1-hr. lunch break. 12:30: Driver's meeting. 12:35: Productions practice. 1:05: Modifieds practice. 1:45: Race 1 for H, G, F & E sedans, 20 min. 2:15: Race 2 for production MGs, 20 min. 2:45: Practice for all class productions. 3:25: Practice for all class sports cars.

SUNDAY, MAR. 17
10 a.m.: Race 3, sports cars, 10 laps, Classes H, G & F (novice). 10:40: Race 4, sports cars, 10 laps, Classes E and above (novice). 11:15: Race 5, production cars, 30 min., Classes G, F & E (senior). 1 p.m.: Race 6, sports cars, 33 laps, Classes E and above (senior). 2:30: Race 7, productions over 1500cc, 30 min. (senior). 3:25: Race 8, sports cars, 33 laps, Classes H, G & F (senior).

The third annual concours d'elegance also will feature the Stockton meet and is jointly sponsored by the SCCA, Stockton SCC and Stockton Lions Club from 11 a.m. to 4 p.m., Saturday. Site is the south side of the County Court House. Entry fee is \$2.50 and blanks may be secured from Joe Whelan, 25 N. California St., Stockton, Calif.

General Chairman is Dr. Tom Wilson, the concours marshal being Clem Burr.

PROS RACE AT WILLOW

(Photo on Page 1)

A six-event pro-road race meet has been announced for Sunday, Mar. 17, under sponsorship of Road Racing Register at the 2.5-mile Willow Springs course, located six miles West of Rosamond off U.S. Highway 6.

Practice is set Saturday, Mar. 16 from 9 a.m. to 5 p.m. Sunday's action starts at 12 noon following another practice starting 9 a.m. Members and non-members may compete, the entry fee being \$15. Membership in RRR is not a requirement.

Early entries include **Bill Krause**, **D-Jag**; **Billy Cantrell**, **Whitey Thuesen's Offy Special**; **Bart Spiegelman**, blown **Jag-Kurtis**; **Tom Chapman**, **Floyd Burt** and **Johnny Peters**, **Porsches**; **Bob Kudler**, **Jag XK140MC**; **George Beavis** and **Ted Bonney**, **Grand Prix**; **Dr. William Eschrich**, **Siata-MG Special**; and **Jacques Bellesiles**, **GP Maserati**.

Drivers will share a purse taken from 30% of the gross gate after tax deductions. Admission is \$2 for adults, \$1 for kiddies. **Iris Bristol**, Hollywood starlet, rules as trophy queen.

Program: 1, Small sedans; 2, Under 1600 cc prod.; 3, Over 1600cc prod.; 4, Under 1500cc mod.; 5, Grand Prix; 6, Over 1500cc modifieds.

HOW TO BE POPULAR

Send **MOTORACING** to your friends. Handy subscription order blank on Page 3.

MAJESTIC MUFFLER SERVICE
SPORT CAR SPECIALISTS
Complete line of Glass, Steel and Stock Mufflers for all foreign cars Road and Track Racing Plugs a Specialty
7000 MELROSE
Wally Allen Mgr. **WE. 1-2554**
AHOC Approved
Paramount Sports Car Club App.



—Lester Nehamkin

NICE, HUH?—Blonde Jan Harrison is one of the lovelies named to reign over Hawaii's International Speed Week, April 19-20-21. The big road racing program should be one of the hits of the year, with a throng due to fly from Mainland. Jan's in Ferrari Testa Rossa, which Bruce Kessler recently purchased.

Satori Receives Service Award

Peter Satori, pioneer imported car distributor, is the first American to receive the Auto-Union, Meritous Service Award. The diamond-studded gold pin was presented by Dr. William Werner, Director General of the Auto-Union Factory, during Satori's recent visit to Germany.

The award has, in the past, been reserved exclusively to honor retiring Directors of the Auto-Union G.M.P.H. Satori be-

came the distributor of the DKW in June, 1955, and since that time has played a key role in introducing the remarkable DKW economy car to the United States public.

Satori stated, "the acceptance of the DKW by the American public is not surprising. The car offers so much in economy, performance and comfort at such a low price, that once the public is familiar with its advantages, the car sells itself."

★ TRIUMPH TR3
★ ALFA ROMEO
★ MERCEDES BENZ
★ RENAULT
★ SIMCA
★ BORGWARD
★ ENGLISH FORD
★ GOLIATH
★ DKW
★ HILLMAN MINX

NICK PASTOR
3451
FIRESTONE
South Gate, California
Lorraine
7-2161

Subscription Order Form

Yes!

I Most Certainly Want **MOTORACING**

Enter my subscription for 1 Yr. at \$3.00 ☐
3 Yrs. at \$8.00 ☐

Foreign Rate, \$4.00 per year

☐ Check or money order enclosed.

☐ New Subscriber ☐ Renewal

We're Interested in News About

☐ Sports Cars ☐ Grand Prix Racing

☐ Cycles ☐ General Automotive

☐ Hot Rods ☐ Midgits

☐ Stock Cars ☐ Boats

☐ Race Cars ☐ Concours d'Elegance

☐ Rallies-Gymkhanas ☐ Drag Races

☐ Customs

Name (Print) _____

Address _____

City _____ Zone _____ State _____

To Help Us Check Distribution, Please Mention Where You Secured This Copy of **MOTORACING**

Also Send Subscription to the Following. Enclose \$3.00

Name (Print) _____

Address _____

City _____ Zone _____ State _____

Clip and Mail Entire Form to **MOTORACING**
725 N. Western Ave., Suite 14, Los Angeles 29, Calif. 3/8/57



• Checkered Flag

By Art Luring

Los Angeles Times Columnist

IT'S ABOUT TIME SOME OF THESE PROMOTERS WAKE UP!

THERE ARE certain people who like to play fun-games with the Press, ergo public. To these people it is fun to play games of deception: to the public which depends on the press for the dissemination of news it is NOT fun, particularly when shadowy corners obscure facts. And, of course, it is anything but humorous or amusing to the Press when it learns that it has been "conned," as the saying goes.

It so happens that one of the great "dreams" for this area is a race track. At various times little groupies have coagulated to form "organizations" pledged to concoct promised benzine lands where stockers, sportsters, Grand Prix, Petite Prix, motorcycle and dragsters could attain their Nirvana.

The last time a groupie such as this convened and, like Moses, announced that the promised land was in sight, banzai, hosannas and ecstatic chortling filled the highroads and by roads. The Press was assembled in a luxurious hotel and soothed, tattooed and — yes, you've guessed it.

Newspapers published lavish spreads showing a track layout. A spokesman for this groupie was even willing to bet sums of money when skeptical newsmen expressed doubts as to whether this race track would ever be "for real" or else remain the figment of a lively promotional imagination.

BIG, BIG MYSTERY

That first venture was cloaked in a hush-hush wrap which was more obscure than some of the so-called security measures now extant in Washington. No one would identify the "multi-millionaire" who was behind this noble, \$12,000,000 enterprise.

These people trumpeted that they had racing dates; that the European stables were champing at the bit for a chance to dice. The list of phonus-balonus handed out willy-nilly is too long and sickening to repeat in this column.

And, of course, the entire project did an el-foldo. However—and this is most unfortunate—some of the original Arabs did not fold their tents and silently steal away! They are back—with a new speedway omelet. But the double-talk sounds familiar.

One of their spokesman, a real talkative figure, solemnly avowed that when the "track" is entirely completed and ready, we will take the press, therefore the public, to the track and

say: 'voila, messieurs!'" So the guy goes pussyfooting down to a metropolitan daily and gives an editor a snow job. Result: another one of those premature blasts.

ALWAYS DREAMING

For the record this same talkative figure is the individual who has been telling one and all that he has a fancy French-made bomb enroute here for racing purposes. The car in question has not yet left Paris. Secondly, it is his unless or until he is willing to put up considerable cash on the line. So much for both track and bomb.

Now this is what your chronicler requests: facts, gentlemen, facts. WHEN will the track be completed?—WHO is in control of the track?—HOW MUCH money will be spent for paving, grandstands?—will there be a sale of stock to the general public? In other words, lay it on the line—the press wants the truth and the public, both racing and spectating, is entitled to the truth. And until a few truths are given to the press, this columnist, for one, will keep his large thumb in a firm downward position!

PARTS BIN: Courtney Van Ornum's Le Circle Concours d'Elegance Club holds its St. Patrick's Day Concours at the Town and Country Market, 11 a.m. to 4 p.m., St. Pat's birthday. Stephen Geraghty, 3267 1/2 Rowena Ave., L. A. 27, will collect \$2 entry fees.

NO FIA FOR PALM SPRINGS?

PALM SPRINGS, Mar. 7—The Palm Springs Road Races billed here at the airport Sunday, April 7, will not be conducted under FIA auspices as recently announced by George Cary, Jr., who is staging the meet for the Los Angeles Region of SCCA.

That's the word from Lindley Bothwell, prexy of the L.A. SCCA, who said he had discussed the matter with National Prexy Jim Kimberly.

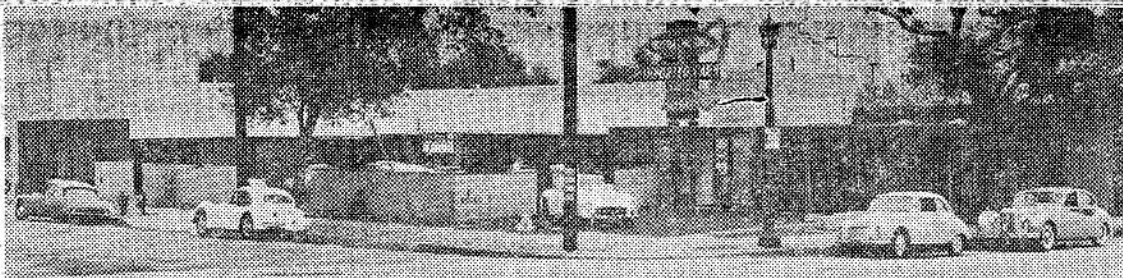
"For certain reasons we are not at liberty to disclose, Kimberly and the L.A. SCCA board feel that nothing would be gained by having the Palm Springs Road Races run under FIA auspices," Bothwell told MOTORACING. "We know this will be a shock to Mr. Cary, but we believe everyone's best interests will be served by running the event as a Regional as originally scheduled before Cary obtained FIA approval," he averred. He indicated that further discussions on this matter will take place when Cary returns to Los Angeles from New York and Puerto Rico.

On Saturday, April 6, the RRR pro road racing group is slated to compete in an event for the benefit of Hungarian refugee relief.

Both days of racing are nonetheless expected to bring out the best in amateur and pro sports car experts at the desert spa where big-time Western road racing was virtually born about seven years ago.

John Edgar has signed Phil Hill to drive one of his 4.9 Ferraris at Palm Springs while Carroll Shelby wheels an Edgar-owned 2.5 Maserati in the new 1500cc chassis in Mexico.

MG METROPOLITAN
BRITISH CONTINENTAL CARS
Authorized Factory Parts Service
AUSTIN — AUSTIN HEALEY
901 N. VINE HO. 2-4375
at Willoughby Hollywood
HILLMAN VOLVO



PASADENA POWERHOUSE—Both popular in competition circles, Jack Bates and Frank Monise have opened new foreign car dealership at Santa Anita and Walnut Avenues in Pasadena. Here's view of the 6,000 sq. ft. plant that includes showrooms and servicing departments. They now handle DKW, Aston Martin and Viking quarter-midget. Other photo shows Bates, at wheel of his 300SL, chatting with Monise.

CALENDAR

MARCH

- 9-10—CSCC Sports Car Race, Paramount Ranch.
- 16-17—San Francisco Region SCCA Sports Car Race, Stockton.
- 17—Road Racing Register Pro Sports Car Road Race, Willow Springs.
- 17—Le Circle Concours d'Elegance St. Patrick's Day Concours Town & Country Village, 11 a.m. to 4 p.m.
- 23—12-hour Sebring Race, Florida.
- 24—R.R.T.A. Practice & Tech inspection for Mar. 31 Trials, Colton Course, 8 a.m. to 15 p.m.
- 24—Miami SCCA "Little Sebring" 3 hr. Grand Prix of Endurance, 2-5 p.m., Sebring, Fla.
- 30—USAC 100-lap Midget Auto Race, So. Mountain Speedway, Phoenix, 8:30 p.m.
- 31—USAC Stock Car Race, Clovis, Calif., 2:30 p.m.
- 31—R.R.T.A. Trials, novice only, Reche Canyon near Colton.

APRIL

- 6-7—Los Angeles SCCA Road Race, Palm Springs.
- 7—USAC Midget Auto Race, Arizona State Fairgrounds, Phoenix, 2:30 p.m.
- 7—Club Automovilistico Roda Sports Car Races, Mexico City.
- 13—USAC Midget Auto Race, Gardena Stadium, Gardena, 2:30 p.m.
- 19-20-21—Associated Sports Car Clubs of Hawaii Road Races, Hawaii, T. H.
- 26-27—Volkswagen Club of America 2nd Annual Convention, Motel on the Mountain, Suffern, N. Y.
- 27—SCCA Sports Car Road Race, Limerock, Conn.
- 28—USAC Stock Car Race, Vallejo, Calif., 2:30 p.m.
- 28—Road Racing Register Pro Sports Car Road Race, Willow Springs.



PRODUCTION DIP

DETROIT, March 5—Passenger car production in the U.S. last week dropped some 6,000 units below the previous week, but the cumulative total for the year remained above the comparable 1956 figure.

VOLKSWAGEN OWNERS!

Here's a soundproofing and insulation kit that really works.

"KWIET-KIT"

Installs completely out of sight by anyone in 15 min. Satisfaction Guaranteed

\$12.50 Includes shipping cost—add 4% in California.

DER-ELFS, Box 147 MR.

DEL ROSA, CALIFORNIA
All Inquiries Answered
Call San Bernardino 85-2570

FOR A
**KNIGHT
of NIGHTS**
with...
**COCKTAILS
DINNER**
BANQUETS

DU-77524

**Barney
Castle**
623 So. WESTERN...
NEAR WILSHIRE

Burglars Take Pix at Coach

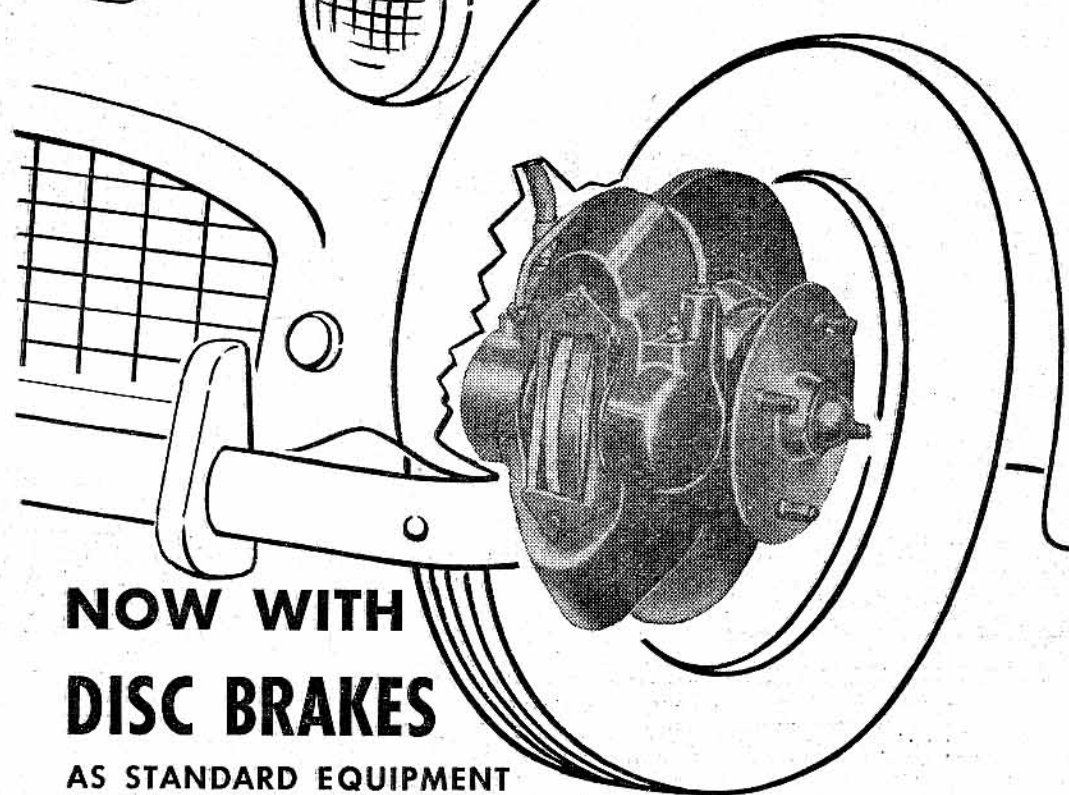
A thief with a penchant for snaps rather than schnapps broke into the Coach and Horses, popular Sunset Blvd. sports car bistro, reports Eddie Russell, owner.

Russell told police that someone entered the C&H, completely ignored the stocks of whiskeys, cordials, beer and other libations, but instead made off with hundreds of photos of noted speed kings and queens that plastered the walls.

Only artwork remaining were two cartoons by Howard Swift that were out of sight in a cabinet.

"Can you picture that?" complained Russell, near fears, "they took the portraits but left the port!"

TRIUMPH



**NOW WITH
DISC BRAKES**
AS STANDARD EQUIPMENT

- ... FAR LONGER LIFE
- ... WILL NOT OVERHEAT
- ... ELIMINATES "FADE"
- ... NOT AFFECTED BY WATER
- ... SELF-ADJUSTING and CLEANING
- ... EASILY & QUICKLY RE-LINED



CAL SALES INC.

EXCLUSIVE DISTRIBUTORS WEST OF THE MISSISSIPPI

1957 W. 144th Street, Gardena, California • Telephone DAVIS 9-7575



—Harlin Smith

HERE'S WHAT flames will do to a fibreglas body. Blaze broke out in 1957 Corvette of Fred Pope, near Sacramento. He had 150 miles on odometer. Leak in gas line was believed to be cause of fire. Pope was uninjured, jumping out of car soon as entire hood burst into flames.

CLASSIFIED

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride?

Most inexpensive way to advertise in **MOTORACING** for best results is in the Classified Column.

Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date.

Next Issue Date: Mar. 22-29.
MOTORACING, 725 No. Western Ave., Suite 14, Los Angeles 29, Calif.
HO. 2-6388

FOR SALE

'56 GIULIETTA sprint coupe. \$900 off new price. '57 plates, only 2000 miles. \$3600. Plymouth 6-9372. 2103 Van Wick, L.A. 47.

5 MICHELIN "X" 550x16 new tires. Best offer. CR. 4-1092.

CORVETTE 1957, 270hp engine. Standard transmission. Hard-top, few miles. \$3350. Bob Mandel, RY. 1-6359.

SPORT CAR EMBLEMS. Special club designs for emblems, T-shirts, jackets, plaques and trophies made to order. Send 25 cents for catalog. Spot Enterprises, P. O. Box 66, Culver City 3, Calif.

FERRARI-MONZA BODY. 1953 Mille Miglia modifications. 500 miles since complete overhaul. Mechanically perfect. Pirellis. HO. 3-9281.

2 PORSCHE SPYDERS—1955 completely overhauled, the 1956 nearly new. Run less than 12 hours. Any reasonable offer considered. 901 N. La Brea, Inglewood. OR. 8-4323.

BACK copies of **MOTORACING**. All issues available. Send 15 cents for each copy desired, plus five cents each copy to cover postage and handling to: **MOTORACING**, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

550 PORSCHE SPYDER. A well proven car, perfect in every respect and ready to race. This car has shown itself to be one of the top performers on the West Coast. Has finished 1st overall under-1500cc in the following races during 1956: 1st—Arcata, Buchanan, Santa Rosa; 2nd—Seafair, Sacramento; 3rd—Pebble Beach, Nassau. Over-1500cc: 1st—Arcata; 3rd—Santa Rosa, Sacramento. A sure winner and just in time for the racing season. Make offer, will accept trade. Sam Weiss, 1831 Jay St., Sacramento, Calif. Gilbert 8-9131.

SIATA SPYDER. 2000 total miles. With or without TD MG class G (1250cc) engine. Make offer or trade. Empire 2-1877 after 6 p.m. H. Crown, 14716 Nordhoff Ave., Van Nuys.

JAG SPECIAL. Mag wheels, Halibrand Q.C. rear axle tube frame, dry weight, 1800 pounds. Never run since rebuilt. Make offer, trade, or will sell engine & gear box separately. Empire 2-1877 after 6 p.m. H. Crown, 14716 Nordhoff Ave., Van Nuys.

RACING PISTONS—Mercedes 300SL. Standard to .100 over-size bore. 8 or 10 to 1 compression ratio. Max Balchowsky, NO. 1-0252.

ALFA ROMEO NARDI 2500 roadster. Car in excellent condition. Built in 1950 at cost of \$11,500, will take \$3995. Trade if desired. Days call FR. 2-0020—nights call DA. 4-5429.

FULL HOUSE V-8 60 MG TD. \$1150. New paint job. Call after 4 p.m. OXford 6-4561.

COOPER MK IX—D.O.H.C. Norton power. Perfect. No better car available anywhere. Price includes spares and trailer. Will deliver West Coast. \$2495. R. W. Ormsbee, 149—34th North, Seattle 2, Wash.

PORSCHE '57. New, still crated. Extras. Delivery now. Call Brock at Webster 1-6788.

TWO ALFA ROMEO Giulietta Sprints. One 1956 blue, \$3495; other 1957 brown, \$3595. Hollywood 9-0181.

MERCEDES 300SL 1956. Silver with blue leather upholstery interior, radio, seat-belts, heavy clutch, never raced. 8400 carefully serviced miles by Mercedes record available. Immaculate condition throughout. POplar 2-4817.

KURTIS SPORTS Roadster. 402 cu in. Chrome full race Chrysler engine. Concours condition. \$7000 spent on its last 2 years. Fiberglass top, custom appointments. \$2250. Dr. William Escherich, 34 East Olive, Burbank, Calif. THornwall 8-9361.

FOR FORD ANGLIA—New ELVA cylinder head, twin S. U. carbs, racing dual exhaust system, completely tuned unit! Wholesale. Also Keltronic tachometer, 4 cyl. 12 volt, \$20. REpublic 3-3528, day or eve.

1956 AUSTIN-HEALEY. 15,000 miles. White with red trim. Will trade for station wagon. Bob McKee, ORchard 1-3630.

WANTED

WANTED IMMEDIATELY 2 competent foreign car mechanics, salary; metric tools required. Also new car get ready man. Apply Citroen Cars Corp., 8423 Wilshire Blvd., Beverly Hills.

NAVIGATOR. wants to rallye, but finds good driver and car are necessary. Please write details to Box R, Motoracing.

SERVICES

SULLIVAN'S FOREIGN CAR SPEEDO-SERVICE specializing in repair of speedos, tachs, temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

PIT STOP GARAGE, speed tuning. MG specialists. Race preparation. Repairs. 4210 Burbank Blvd., Burbank. TH. 2-7291.

SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call Empire 2-4157.

PAINTING CONTRACTOR. RESIDENTIAL - COMMERCIAL. Quality Work - Reasonable Rates. Estimates Cheerfully Submitted. FRED CUNNINGHAM DU. 2-0864

HELP ADVERTISERS

Patronize advertisers in **MOTORACING**. Tell 'em you saw it in **MOTORACING**.

Complete Foreign and Domestic Motor Car SERVICE

Complete Foreign Lubrication



ED BOLDING
6000 VINELAND AVE.
North Hollywood
POplar 1-4747

'Robbie' Writes For MOTORACING

In addition to full written and pictorial coverage, plus racing charts, of the Paramount road races March 16-17, **MOTORACING** will carry a technical analysis of the action.

It will be written by a former journalist and one of the top drivers in local circles, E. Forbes-Robinson, who knows the sport inside-out and will tell you who won and WHY.

Watch for his illuminating article in next issue of **MOTORACING**.

REAL NERVOUS

Tennessee Ernie Ford says driving on the freeways makes him as nervous as a long-tailed cat in a roomful of rocking chairs.—Harry Oliver.

British Send Mobile Shops To Moscow

Following their sale of 66 mobile shops to Turkey and Puerto Rico, Smith's Delivery Vehicles, Ltd., England, announce that an initial consignment of three mobile shops of the well-known Migros pattern are being shipped to Russia.

They are to be used for retail food distribution in Moscow by the Zentrosouz Co-operative Organization.

The vehicles, which are all based on the 5-ton Commer chassis, a Rootes Group product, are powered by Perkins P.6 engines. They were inspected during October at Smith's plant in Gateshead by a delegation from the U.S.S.R. Ministry of Domestic Trade.

WELCOME SPORTS CAR FANS...

LUNCHEON... DINNER... COCKTAILS

GRAND PRIX

★ WE. 6-9583

8204 BEVERLY BLVD., LOS ANGELES

BOB DRAKE - HI-SCHOOL HARRY

ENGLEBERT TIRES

NOW IN STOCK - All Sizes

OILZUM MOTOR OILS

and LUBRICANTS

Western United States Distributor

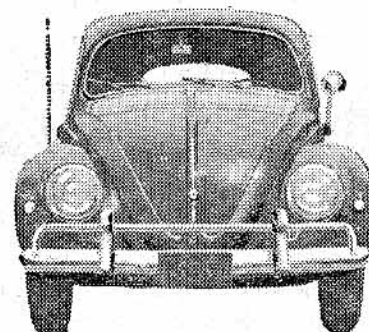
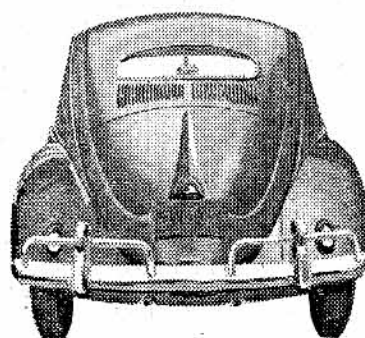
COMPETITION ACCESSORIES

POplar 1-0233

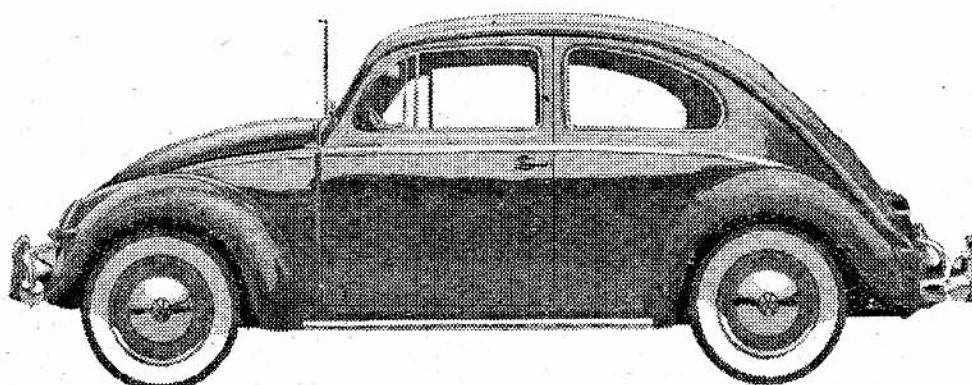
11702 VENTURA BLVD.

NORTH HOLLYWOOD

from any angle it's



worth
waiting for!



VOLKSWAGEN

32 AUTHORIZED DEALERS THROUGHOUT SOUTHERN CALIFORNIA
Served by

COMPETITION MOTORS DISTRIBUTORS, INC. 1219 N. Vine Street, Hollywood, California
Distributors for Southern California, Southern Nevada and Arizona



HEADQUARTERS FOR RALLYE EQUIPMENT

RALLYE
TIMER
\$27.30

• STOP WATCHES • HOLDERS

• COMPUTERS • CHRONOGRAPHS

FELDMAR WATCH CO. — BR. 2-1364
8971 W. PICO, WEST LOS ANGELES

VOLKSWAGEN - PORSCHE

UNIVERSAL MOTOR CARS

SALES

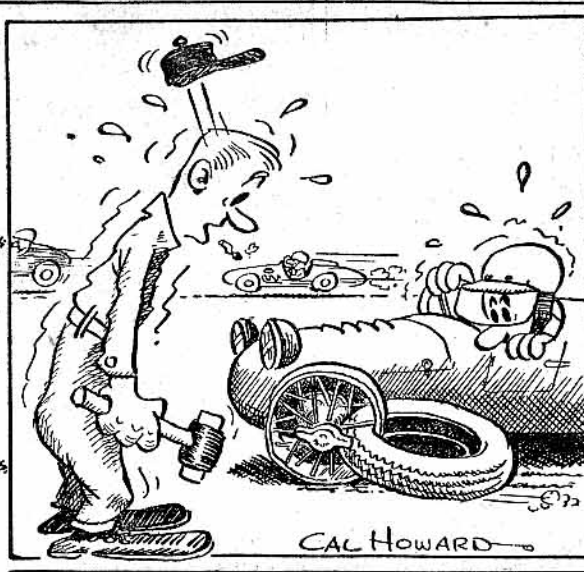
2956 CRENSHAW BLVD., LOS ANGELES 16

SERVICE

RE. 2-0107

Cam(p) Followers

. . . . By Cal Howard



AUSTIN (D-JAG) FASTEST IN TIME TRIALS

WILLOW SPRINGS, Feb. 24 — 300SLs, 1:53. D modified.

Jerry Austin of Altadena, piloting his D-Jaguar, posted the best time here today in time trials staged by Road Race Training Assn.

His time over the winding 2.5-mile course was 1:47.8 in class C modified; next was Bob Oker, AC Ace-Bristol, 1:52, E stock, followed by Chuck Porter,

Next event is March 31 in Reche Canyon, near Colton, open only to novice drivers. Practice: all day March 24. Talbot 5-3725 for details.

Awards banquet: March 20, Mirror Room, Huntington Hotel, Pasadena.

Class winners:

H stock—B. O. McAbee, Panhard,

2:26.5; H modified—E. Verrecchia, Crosley, 2:22.4; G stock—T. R. Newitt, Alfa Spyder, 2:31.5; G modified—F. Monise, Lotus MKXI, 1:54.5; F stock—J. Peters, Porsche, 2:05.4; F modified—D. Chaffee, MG-Spec., 2:35.2; E stock—B. Oker, AC-Bristol, 1:52; E modified—W. F. Muse, Praz-Nash, 1:55.8; D stock—J. L. Hathorn, Austin-Healey, 2:03; D modified—C. Porter, 300SLs, 1:53; C stock—S. Patrick, 300SL, 2:04.2; C modified—J. Austin, D-Jaguar, 1:47.8; Sedan class—R. Wilson, Volvo, 2:19 2/5; Women's class—J. Hirsh, Volvo, 2:22 2/5.

Winning Rallye Techniques

By Gail Ann Holden

1956 SCCSC CHAMPION NAVIGATOR

HERE ARE SOME TIPS ON HOW TO BEGIN RALLYING



ONE WHO is participating in his first navigational rallye

may become discouraged. There are many aspects of this type of event which are new and often confusing for the beginner.

Driving a rallye for the first time can be an enjoyable and satisfying experience if the proper approach is taken.

It is wise for the "first timer" to avoid doing any computing. All slide rules and abacuses should be left at home; watches should serve the sole purpose of telling the time of day; and odometers should be used exclusively for checking gas mileage.

On the first navigational rallye particular attention should be devoted to reading and following route instructions.

The only pieces of equipment desirable are a small clipboard for securing the instruction sheets and a pencil with which to check or cross-out each direction as it is performed.

A driver may wish to test his skill in maintaining the given average speeds by using the speedometer as a guide. Results of this effort will provide useful information for future rallye competition.

Much can be learned by observing other rallyests and talking with them, noticing check point procedures, reading and hearing rallye terminology.

The beginner should not expect to win his first navigational event. Instead, he should concentrate on laying a good foundation for his future in rallying.

Imported Car Glasses!

GET ONE FREE WITH PURCHASE OF EIGHT GALLONS

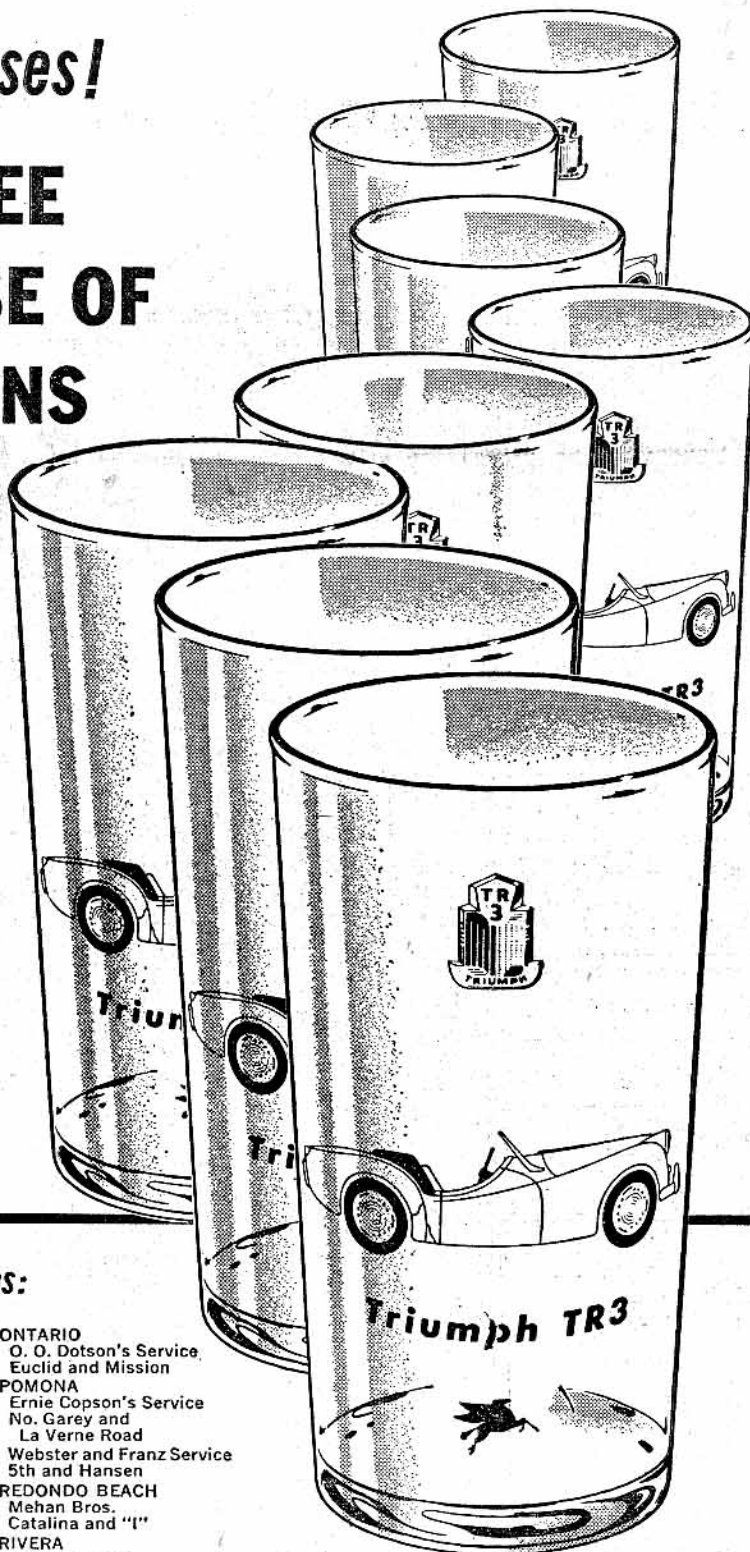
Libbey Safedge Glasses.

Exclusive design featuring eight of the most popular models in brilliant color—each car on an individual glass.

Collect all eight different cars—or specialize in your favorite.

1957 MODELS

MG-A
SIMCA V-8
VOLKSWAGEN
TRIUMPH TR3
JAGUAR SK-140
PORSCHE SPEEDSTER
AUSTIN-HEALEY 100-SIX
MERCEDES-BENZ 300-SL



At these Mobilgas Stations:

ARIZONA

PHOENIX
Tanner's Service
Central and Mariposa

CALIFORNIA

ANAHEIM
Carl R. Harp
Palm and Broadway
ARCADIA
Homer's Super Service
2nd and Duarte Road
BAKERSFIELD
Gil and Dave's No. 2
Oak Street and Truxtun
Herb's Service
South "H" and Ming Road
COSTA MESA
Eubank's Service
17th and Tustin
FONTANA
Wright and Boyce
San Bernardino Avenue
and Alder

GLENDAL

John Connelly's Service
Colorado and Glendale
HOLLYWOOD
Barney's Service
Franklin and Argyle
Melrose-Van Ness Service
Melrose and Van Ness
NORTH HOLLYWOOD
Milt Robbins
Ventura Blvd. and
Coldwater Canyon
INGLEWOOD
Dick and Caesar's Service
Imperial and Redfern

LOS ANGELES

Grand Service
Sunset and Grand
Howard and Earl's Service
Los Feliz and Brunswick
WEST LOS ANGELES
Lenny's Service
Olympic and
Westwood Blvd.

ONTARIO

O. O. Dotson's Service
Euclid and Mission
POMONA
Ernie Copson's Service
No. Garey and
La Verne Road
Webster and Franz Service
5th and Hansen
REDONDO BEACH
Mehan Bros.
Catalina and "I"
RIVERA
Jerry's Service
Lakewood and
Telegraph Road
SANTA ANA
Fisher and Foreman
17th and Grand
SANTA MONICA
British and American
Motor Service
Wilshire and Princeton
SOUTH SAN GABRIEL
Lee's Service
Garvey and San Gabriel

TARZANA
Corbin Village Service
Ventura Blvd. and
Corbin Avenue

VAN NUYS
Ed and Jess Service
Victory and Hayvenhurst

VENICE
A. & P. Service
Venice Way and
Pacific Avenue

WESTWOOD VILLAGE
Bill Deppen's Service
Glendon and Lindbrook
WHITTIER
B. B. & O. Service
W. Whittier Blvd. and
Norwalk Blvd.
EAST WHITTIER
Hank Chapman
Whittier Blvd. and Russell

KIZER'S GARAGE

Specialists in all body and fender work on sports cars; particularly specialists in aluminum body work. 2809 S. Crenshaw Blvd., Los Angeles RE. 2-0470

Specialists in Service for Jaguar — MG & Austin-Healey Now Specializing in LANCIA

OSSIE & REG

2800 So. Crenshaw, Los Angeles RE. 2-0470

SOUTH BAY IMPORTED CAR CENTER

BOB DRAKE
GEORGE DILLAWAY
JOHN LUMKIN

SPORTS CAR RACING SPECIALISTS

Road Tuning • Speed Tuning
Complete Service Dept.
610 TORRANCE BLVD.
REDONDO BEACH
FR. 2-8104

Present this ad at first purchase and receive additional glass **FREE!** Offer expires April 15.



• Up the Straights

By Jim Mourning

SPEED WEEK IN HAWAII TRULY FINE THING INDEED

SOMETHING TELLS us we shouldn't have missed that press party. Unfortunately, we were hip deep in antique racing cars and tempus, as it will, fugited. So we missed our chance to clear up the matter of the upcoming dicing in mid-puddle. Thus, we are still confused.

First we heard the SCCA would bring Hawaii into the dicing union, then we heard they wouldn't. Next, the fine hand of some members of said clan are seen flitting in and out of the flacking and the entry blank we received informs anyone who cares that the event will be carried off under SCCA regulations, including the bit about amateur drivers only. At the same time, a press announcement loosed upon the world by the Associated Sports Car Clubs of Hawaii reveals that Bart Spiegelman will probably be on hand in one of the Golden Screwdriver Ferraris. Now Bart is a lad who has been and still is considerably more addicted to negotiables than to tinware.

As we said, we are confused. But since it has been banded about that confusion is our natural element, we shall not let it deter us from opining that the prospect of a Speed Week in Hawaii is a very fine thing indeed.

A REAL BALL

To begin with, it will be a ball the likes of which even the calloused and slightly blood-shot eyeballs of the West Coast racing clan have never glommed onto. Hawaii has the climate that California claims it has and which is exceeded only

by the Hawaiian's ability to enjoy life. As a matter of fact, we sincerely suggest that all competitors be locked in a broom closet until they are scheduled to race. It's for the good of the sport.

Secondly, the event could eventually provide a common ground for the simon-pures and the scoot-for-loots, a site that is most unlikely to be uncovered hereabouts if the attitude of those in charge of the dainty dolly set is any indication. According to the rule of thumb definition of a professional, the amateurs could pick up a bit of loot in The Islands and still remain unsullied. Outside the continental limits and all that, don't you know.

Even if things never developed this far on Oahu, there's still the possibility that fraternization will be permitted and local lads might even discover that being contaminated by associating with the lowly professionals doesn't always have fatal results. Being properly conditioned by the declarations handed down by the local wheels, this might be a genuine shock to their systems at first, but it could have some good long range results.

QUITE AN ATTRACTION

Of course, some of the laddies have been exposed to this startling truth at Sebring. But with the package rates being offered for this affair, more locals are likely to head for Hawaii than do for Florida. After a careful comparison of notes, we discover that it costs less to hop the Pacific than it did to trundle our carcass to Chicago a few moons back.



—Newsday Photo
NEW OFFICERS of Eastern Conference of Sports Car Clubs in New York are Carole Kutsch, secretary, and Art Peck, noted announcer and prexy of Long Island Sports Car Ass'n, president. She is also sec'y of Republic Motor Sports Club. They check road light at recent meet.

RALLIES

- MARCH**
- *10—Los Angeles Region SCCA Spring Rallye. (championship.)
 - 14-15-16—Thunderbird Foreign CC 1st Annual New Car-Sports Car Auto Show, Pomona Valley Center, from 10 a.m.
 - 17—T-Timers Inc., Santa Ana Branch, 2nd Annual Reliability and Poker Run, Prentice Park, Santa Ana, 9 a.m.
 - 17—Pacific SCC "You Name It Rallye," FR. 5-4062.
 - 17—Volkswagen OC "Readin', Ritin', Rhythmic Rallye," Market Basket Parking lot, Atlantic & Pomona Blvd., 9 a.m.
 - 17—Compton-Long Beach FCCA Car-lo Rallye, May Co., Lakewood, Parking lot, 9 a.m.
 - 23—Paramount Studio SCC March Windy-Wind Rallye, Will Rogers State Beach, foot of Santa Monica Canyon, 7:30 a.m.
 - 24—Studio City Kiwanis Club with cooperation of Porsche Owners' Club, Sports Car Slalom, May Co. Parking lot, North Hollywood, 9 a.m.
 - 30—Singer Owners' Club Night Rallye.
- APRIL**
- 10-14—Acropolis Rallye (European).
 - *14—Orange County SCC, Gymkhana.
 - 13-14—CSCC Press-on-Regardless Rallye to Las Vegas.
 - 14—San Diego SCC El Liebre 1 Rallye.
 - *20-21—MGCCA English Trials.
 - *27-28—Lockheed SCC 24-hour Championship Rallye.
 - 27-28—Singer Owners' Club Weekend Trip.

*—Indicates So. Calif. Council approved.
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TONGA 4042.

Hanks Races to Win in Mercury

Sam Hanks won the 100-mile Pomona USAC stock car road race, Feb. 24 by averaging 75mph around the 2-mile, 11-turn paved course.

His time, in a 1957 Mercury, was 1 hour, 15 minutes, 42 seconds. First money was \$3,050.

Some 19,680 fans watched the event at the Los Angeles County Fair Grounds.

Second was Troy Ruttman, who led for more than 40 miles in a 1957 Ford. He made a 37-second stop at the 42nd lap for fuel and to fix a spark plug wire. Hanks, of Pacific Palisades, took the lead then and held it.

Finishers behind Hanks and Ruttman, in order, were Johnny Parsons, Les Snow, Johnny Mantz, Roger Ward, Bob Christie, Rosie Rossell, Marshall Teague and Jimmy Bryan.

HOW TO BE POPULAR

Send MOTORACING to your friends. Handy subscription order blank on Page 3.

GORDON'S BODY SHOP

Specializing in
FOREIGN CARS
• CUSTOM WORK
• CUSTOM PAINTING
• ALUMINUM

608

TORRANCE BLVD.
REDONDO BEACH
FRONTIER 2-0020

Biggest Rallye!

Through reliable sources, MOTORACING has learned of plans for a sports car rallye which should prove to be the largest single event of its kind ever held in the United States. Tentatively slated for the summer of 1958, this event will benefit all sports car people.

Keep your eye on MOTORACING for more news on this project in the near future.

Gunter Takes Second In Cycle Finals

DAYTONA BEACH, Fla., March 3—Joe Leonard, San Jose, Calif., today won the 200-mile national championship beach-road race for expert motorcycle riders.

Albert Gunter, Los Angeles, who started from the pole in the field of 95, was second.

Jimmy Phillips, Temple City, Calif., Harley Davidson, was sixth.

LOOK FOR THE
FLYING CHECKERED FLAGS

VILEM B. HAAN

FOR A COMPLETE LINE OF
FOREIGN CAR ACCESSORIES

BE SMART - BE COMFORTABLE . . . ORDER

YOUR SPORTS
MOTORALL

NOW!



YOUR CHOICE OF SIX COLORS

Washable sanforized sailcloth. Available in Red, White, Blue, Black, Gold and 10-Oz. Faded Blue Denim.

The matching mates for all sports car activities, designed in a Continental fashion for comfort and style . . .

\$15⁹⁵ EA. (ADD 4% TAX IN CALIFORNIA)

VILEM B. HAAN

CR-1-3775

10305 SANTA MONICA BLVD.
(Three Blocks West of Beverly Hilton Hotel)
WEST LOS ANGELES

For your convenience and protection use our new Parking Lot in rear

JOHN EDGAR offers . . . THE FOLLOWING RACING SPORTS CARS

- MERCEDES-BENZ -

300-SL

A RACING PACKAGE

- INCLUDING:
• SPECIAL RACING BRAKES
• SPECIAL CRANKCASE VENTILATION
• 2 EXTRA REAR AXLE ASSY.
• EXTRA-5 CONTINENTAL RACING TIRES & TUBES

\$7250.00

- ALFA-ROMEO -

VELOCE

- UNDER 1000 MILES
• CONVERTIBLE-RACE TUNED
• WHITE-BLACK TRIM

\$3995.00

MERCEDES-BENZ

300-S

- CONVERTIBLE CABRIOLET
• LT. BLUE/GREY LEATHER
• FITTED LUGGAGE & HEADREST
• CONCOURSE CONDITION

\$5500.00

- FERRARI -

3.5 litre

A SURE WINNER

- INCLUDING:
• SPARE WHEELS
• SPECIAL TACHOMETER
• SPARE PARTS
• QUICK CHANGE JACK

\$7500.00

- FERRARI -

4.9 litre

CLOCKED AT 191.4 M.P.H.

- 28 WHEELS, TIRES & TUBES
• SPARE PARTS

\$7000.00

PORSCHE

SPYDER 550

- SEBRING WINNER
• WEBER CARBURETORS AND MANIFOLDS OPTIONAL
• JUST REBUILT

\$4500.00

SPECIAL !! FOR T-BIRD AND CORVETTE

2 Used McCulloch Superchargers.....\$195.00 ea.

**WILL TRADE and
ARRANGE FINANCING** **CALL
STate 9-2286**



San Francisco Newsletter

• Dear Gus

By Tom Wilson

BEEFS AGAINST NATIONAL SCCA WHEELS INCREASING

DEAR GUS:

The big news up here is the formation of a Northern California race drivers' club; no name as yet. In fact, it is more of an association to improve the working conditions of the drivers. Like all minorities, they have many real and fancied grievances. It is a group of race drivers who are fed up with SCCA bureaucracy and hope to force their hand with some back pressure.

The officers pro-tem are Lou Brero, president; Chick Leson, vice-pres.; Fred Block, secretary; Carl Block, John Fox and John Barneson, directors. This group is the ambulatory membership of the Lower Grant Avenue Improvement Club, and the Drivers' Cult was organized in a fit of funk, despair and melancholia; the inspiration was born in a haze of nicotine and *Spiritus Frumenti*.

First, the boys want more National races or a regional point scoring system set up in the S.F. Region and they are seeking action with a letter to Activities Chairman Kjell Qvale.

Membership is very exclusive—a first, second or third in class, as a senior driver, will qualify you for an invite to join. Then the invitation must be forthcoming. On this they promise to be very tough.

BOYS GETTING HOT

All of this leads to one conclusion: there is dissension in the ranks of SCCA, for which the National Wheels can take full credit. The lack of National races and that farcical point system of the past year, along with some of those rules that come out of the Westport mill have started a rumble that could grow if the Wheels don't wake up. The peasants are showing signs of unrest. How would this look in print—"The California Auto Racing Club will run its next races on its own track, recently completed in beautiful Ubijeebe Valley."

At a recent meeting of the S.F. Region race committees, Kjell Qvale outlined a schedule of six races. At the present time only one race is signed, Stockton, March 16-17, and the rest are planned and dated, but the sponsors are looking out the window and no one has stepped forward to pick up the check.

Some of the hitches are: The Santa Clara date in June is also wanted by Salt Lake and everyone concerned would rather go to Salt Lake for sure than Santa Clara perhaps. The race committees would rather not face that 300-mile trek to Arcata and the 12-buck motel rooms. Jimmy Orr closed out the April date so that 20 cars could go to Hawaii, which teed off the 125 drivers who were staying home in the salt mine. In fact, there was no April race, but the excuse was not the most tactful. Definitely, there will be no races at Buchanan Field.

BETTER WAKE UP

If the fire in the Jag plant has not gummed the works, it is planned to have two XK SS Jags racing from these parts. And if the Jag people are smart, they will get them here; another year of Mercedes and Corvettes and they won't be able to give them away. Lou Brero will drive the BMC car, and Sam Weiss has vision of a Jag in production races. If the clutch holds together, these boys will get the job done.

In recognition of his hard work in behalf of the Hawaiian Races, Jack Tanner was voted an honorary membership in the Associated Sports Car Clubs of Hawaii. This scribe received a life membership in Sport Cars Unlimited for past services rendered. Lou Brero and Masten Gregory will team up to drive the Temple Buell new two liter Testa Rossa at Sebring. Gus, if that F.I.A. deal jells in L.A., and is not one of your brainstorms like the Parravano, Faggio, Hawaii deal, there will be a lot of red faces in these parts. Up here they like to consider themselves the best racing region in SCCA, but this year things look mighty slim unless somebody gets on the ball and soon. When you figure it out, let me know.

With best regards,
tom wilson

PADRE GARAGE

Complete Foreign and Sport Car Service. — Custom Work a Specialty. — Body — Fender Repair — Painting
JOE BOLDING
HOLLYWOOD 5-4663
1925 N. Wilcox Av., Hollywood 28
Jag., MG, Hillman, Morris, Riley

CASTROL

USED BY THE CHAMPIONS OF THE WORLD

CASTROL has been used exclusively by Mercedes-Benz and Porsche to win the World's Championships in both Grand Prix and Sports Car Racing throughout the world! CASTROL is recommended by more European Sports Car Manufacturers than any other oil.

DISTRIBUTED BY

JACK McAFEE MOTORS
13323 Ventura Blvd., Sherman Oaks
ST. 9-6351 California ST. 7-7066

VOLKSWAGEN OWNER'S HAND



144 Pages
Over 150
Illustrations
Here is a brand new book every VW owner and prospective owner will want. Written by Clymer, the Technical Editor, Hank, Elfrink, who has recently visited Europe and attended the VW mechanics school, this book gives full details on care and servicing of the VW, in nontechnical language. A MUST for the VW owner and enthusiast. Postpaid, \$2.00

Publication's Technical Editor, Hank, Elfrink, who has recently visited Europe and attended the VW mechanics school, this book gives full details on care and servicing of the VW, in nontechnical language. A MUST for the VW owner and enthusiast. Postpaid, \$2.00
Floyd Clymer—Dept. MR-1-1268 S. Alvarado, Los Angeles 6, Calif.

AROUND THE WORLD

This thrill-packed travel book by German journalists and expert photographers, Eitel and Rolf Lange, has many photos and maps of their recent around-the-world journey by motorcycle and sidecar. Educational, humorous and fascinating story of their experiences in every country. 230 pages. NEW, JUST OUT. Postpaid, \$2.50
DeLuxe (Fakiroid bound with gold leaf lettering). Postpaid, \$4.00
OTHER BOOKS
1956 INDIANAPOLIS YEARBOOK...\$1.50
FORD OWNER'S HANDBOOK...\$2.00
CHEVROLET OWNER'S HANDBOOK...\$2.00
PLYMOUTH OWNER'S HANDBOOK...\$2.00
THE SPORTS CAR ENGINE...\$1.50
THE MODERN CHASSIS...\$2.00
MODEL T FORD SCRAPBOOK...\$2.00
Catalog on 100 books—FREE!



FIRST U. S. showing of beautiful Maserati sports cars drew a throng to Crystal Room of Beverly Hills Hotel. Most attention was centered on this 2000 Gran Turismo model (150 h.p.-130 m.p.h.). The tab? A mere \$10,450. Event was staged by Maserati Southwest Distributors, North Hollywood, division of Ranchero Motors. Harold F. Coole is general manager.

Draggin' Wagons:

BRADLEY PASTES FIELD

BY ROGER D. RIGGSBY

John Bradley overcame the opposition at the SCTA and RTA grudge meet at San Fernando drag strip recently. This dragster, sponsored by Gene's Brake Shop and owned and driven by Bradley, is one of the most amazing machines on the West Coast.

Bradley ran only two heats to win top eliminator, and in one was disqualified for allegedly jumping the flag. But still he had the lowest E.T. of the day.

This car is an un-blown carbureted flathead and must be running in the neighborhood of liquid dynamite. (Thought: what happens when they ban fuel?)

Max Balchowsky had a prob-

lem for top eliminator in the modified sports car class when it was found the top two finalists were the Outhauser Special and the Doretti. Max owns both Buick-powered machines. He put one of his buddies in the special and he drove the Doretti. Max won by a considerable margin, but his best time of the day was turned in by the Outhauser Special, barely beating out a Jag coupe.

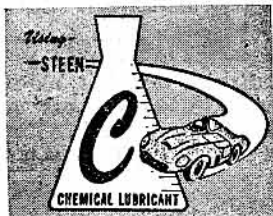
His time on that run was 1:10 flat, with an E.T. in the high twelves. The Jag coupe had a blown Chevie in it.

CONTINENTAL CAR IMPORTS

Authorized Dealer for
TRIUMPH — RENALT — HILLMAN — BORGWARD
SUNBEAM RAPIER

Complete Service for All Imported Cars
8750 Washington Blvd. TE. 0-1182 Culver City

The Finest Engine Lubricant in the World...



STEEN C IS NOT AN ADDITIVE!

SAYS BOB DRAKE:

... winner of the James Kimberly Cup for the Most Improved Driver in 1956 at National SCCA meeting, winner of the 1956 MOTORACING Award for the Most Under-rated Driver, 1956 Sports Car Driver of the Year (So. Calif. Service Station Dealers Assn.), and operator of the new Grand Prix Restaurant on Beverly Blvd.

"The life and performance of your engine can be no better than the quality of the lubricant provided."

SEE YOUR DEALER

B AND B STATION
501 So. Greenleaf, Whittier
CAL SPECIALTIES
1957 W. 144th St., Gardena
J. CHAMBERLAIN
2909 W. Olive, Burbank
CONTINENTAL MOTOR
14851 Whittier Blvd., Whittier
MICHEL & PAULI, INC.
4661 W. Slauson Ave., L. A.
MONISE MOTORS
90 No. Santa Anita Blvd., Pasadena
NICK PASTOR
3451 Firestone Bl., South Gate
CHAFFEY'S GENERAL AUTO REPAIR
111 N. Laurel, Ontario
NATIONAL AUTO IMPORTS
11153 W. Washington Place, Culver City

AN 8-3264

ED SAVIN
SPORT CARS

PIT STOP GARAGE
4210 W. Burbank Bl., Burbank
POMONA IMPORTED CARS
404 W. 3rd, Pomona
R. LORD IMPORTED CARS
1229 E. Holt, Pomona
SO. BAY IMPORTED CAR CENTER
610 Torrance Blvd., Redondo Beach
SUBURBAN MOTORS
445 E. Anaheim, Wilmington
VEY-SETT AUTO CO.
611 W. Holt, Ontario
WORLDWIDE AUTOMOTIVE
1968 So. Sepulveda, L. A.
HARVEY MAYER MOTORS
2137 Harbor Blvd., Costa Mesa
WESTCOTT MOTORS
1509 National Ave., National City — San Diego

RICHTER MOTORS
4055 E. Firestone, South Gate

AN 8-7151

475 SO. ATLANTIC BLVD.
312 SO. SOTO ST.
LOS ANGELES, CALIF.



DIVISION OF
BRIGHAM ST. JOHN
EVERYTHING
for the
Sports Car Owner

MOST COMPLETE STOCK
OF SPORTS CAR PARTS

FREE PARKING
1/2 SQUARE BLOCK
IN THE REAR

ACCESSORIES ON DISPLAY LUCAS

Original Equipment
RACING GEAR
BELTS - GOGGLES
DRIVING GLOVES
HELMETS - VISORS
FIRE EXTINGUISHERS
STOP WATCHES - LIGHTS
CLIP BOARDS - CALCULATORS
DRIVING LIGHTS
LUGGAGE RACKS
STEERING WHEELS
TONNEAU COVERS
TOPS TIRE COVERS
HUNDREDS OF
OTHER ITEMS
JEWELRY
KEY CHAINS
WATCHES
LAPEL PINS

BOOKS

Racing - Rallyes
Maintenance - Brockbank
Complete Line
Volkswagen Accessories

FREE

Book of complete
specifications on all
popular British cars.

1957 CATALOGUE

97 pages of Parts, Accessories
with specifications, conversion
charts and man hour schedule,
Only \$1.00, Returnable on
First Purchase.

DISCOUNTS
ON
SAMPLES
OVERSTOCKS
CLOSEOUTS, ETC.

MOST
COMPLETE
PARTS LINE
IN THE WEST

★
COME IN &
SEE
RUNYAN

DIVISION OF
BRIGHAM ST. JOHN

7715
MELROSE AVE.
3 BLOCKS EAST OF FAIRFAX

Tel. WE. 8-2724



PistoNotes

By JULES DELANCEY

Ed Durling reported in the L. A. Examiner the other day that a **Marian Lowe**, 38, gave birth to quadruplets. She is not the **Marion Lowe** of Santa Cruz, the noted driver. . . . Progressive **Ted Block**, who left the **Ed Savin** firm, has hooked up with **Max Hoffman** here. He'll be under **Charley Nebel**, handling Mercedes, Alfa, Porsche, BMW and Fiat when they open their lavish showrooms on Wilshire Blvd. more than a month from now. Ted is the chap who brought **Bob Oker** under the **Savin** tent, also the **Steen C** lubricant. . . . Time mag last week noted the big strides of the Italian Fiat.



TED BLOCK

Bill Southworth, the popular & expert cameraman, has gotten word from **Jess L. Alexander**, of Sports Cars Illustrated in Switzerland, that there is no petrol trouble for Americans in Europe. **Alexander** sails for U. S. to take in Sebring. **Southworth** plans to shoot the big races in Europe this year. . . . **Tony Anthony**, who has left Mercedes, is now spending his time working on his Ferrari. . . . **James Hahn**, Dallas, starts competing in April with his new 750cc Fiat Spl.

Ron Simon, MG Car Club of America, has been elected prexy of TC Motoring Guild. . . . **Terry (Cup Cake) Mason**, same club, is in training for an upcoming bicycle tour of Europe. . . . **Art Peck**, noted NY race announcer and co-author of best-selling "Sports Cars, Rallies, Trails & Gymkhanas," and **Evelyn Mull**, top eastern woman pilot, were featured in a half-hour TV program last week. . . . **Peck** and **King Moore** were instrumental in starting the Madison Ave. Sports Car Driving & Chowder Society, luncheon club for sports car fans. First session: March 12 at Sardi's, NY.

Frank Millard, a real hep guy, has taken over **Clem Atwater's** in Encino. Frank, who has been in the business eight years, four at Atwater's, sold a Mk. VIII Jag to Oilman **Bill Doheny**, who earlier had bought a 4.9 Ferrari coupe. . . . **Jolly Elmer Ballard**, chief mechanic for **Nick Pastor**, the South Gate dealer, has completed a quick-change rear end on No. 149 Triumph TR2 which **Bob Bondurant** drives at Paramount this week-end.



FRANK MILLARD

Contrary to other mouthings, **John von Neumann** has confirmed he will take over Ferrari here, plans a colorful garage shindig, where you can fire up the Italian bombs. . . . Spotted at the Maserati party: **Eleanor von Neumann** with an arm in a cast—a driveway spill & two breaks. . . . **Ernie Klein** is aiding **Jack Bates** in sales at new **Frank Monise Motors**, Pasadena. . . . **Peter Page**, the Lodge spark plug chieftain, has buried his little black book since his recent marriage to a dark-eyed beauty, **Linda Romero**, formerly of Santa Fe, N. M.

Terrific interest over those two



—Lester Nehamkin

NICK PASTOR, popular South Gate foreign car dealer, and his pretty wife have announced **Bob Bondurant** will drive their No. 149 Triumph TR2 at Paramount March 9-10.

dolls, **Mary Davis & Carol Givens**, who will drive a Plymouth in this year's Mobilgas Economy Run. First time gals compete—and they'll be really tough. . . . **Pete Molson** has left Motor Trend, goes to work for **John Bond** at Road & Track. Earlier, **Paul Sorber** left MT. A good man, he's looking. . . . **Michell & Pauli** has dropped the AC Ace-Bristol. Didn't move. . . . **Fred Holger** of that firm plans a trip to Germany to pickup some cars. . . . M&P is taking over the Turner car. . . . **Joe Weinfurter** reports **Felix Chevrolet** is eagerly awaiting the fuel-injection Corvette. Lots of queries. . . . **Al Waddell** reports big things in the offing since **Earle C. Anthony** took over Borgward.

CSCC's informal chicken dinner at Glen-Aire CC was a sell-out. Gang was treated to buffet dinner, free suds and torried cake-baking contest staged by **ELMER BALLARD**. **Molly Miles & Julie Blackwell**. **Betty Dixon** was overall winner with a five-layer, 3 ft. square creation featuring a topping of Paramount Ranch course layout. Cakes auctioned by **Cy Yedor & Alan Fordney** for \$345, which was donated to the Leukemia Research Foundation Fund. Fine cause.



ELMER BALLARD

Films were shown by **Elmer Kolehmainen & Carlyle Blackwell**. . . . **Ray Brown**, noted Hollywood safety belt manufacturer, has been elected Natl. secy of the Automobile Safety Belt Institute. President of **Ray Brown Automotive & Impact Auto Saf-Tee Belt Co.**, Brown is well known in auto industry as builder of the engine that powered a record-breaking car at Bonneville Salt Flats several years ago. . . . **Basil D. Bacon**, for six years international manager for Lodge spark plugs, is now business manager for Automotive Dealer News & Pacific Oil-Motive Magazine.

Ray Lavelly has left for Oklahoma City, where a pretentious season will keep him busy promoting. He will return and fly to Hawaii for **Ray Turnbull's** titanic Hawaii Speed Week, April 19-20-21. Ray, who will be chief steward, has bought a fuel-injection Corvette & will race it as

a hobby. May be set for races at Mansfield, La. . . . Best pubrel job here is being turned in by **Tom Scripps & Hal Smith**. Strangely, they're not with imported cars, but with Ford. . . . **Frank Steen**, noted petroleum engineer & developer of **Steen-C**, chemical lubricant being used more & more for sports car racing, is working on a lubricant for rear ends. A certain British marque has been having a lot of grief in this dept. . . . Beefs over price increases in the Alfa Giulietta.

Lots of laudatory comment over those increasingly beautiful covers that Road & Track is producing. **John & Elaine Bond & crew** are now settled at their new posh quarters in Playa del Rey. . . . For info on DKW Owners' Club: Box 2347, Hollywood Sta., Hwd. 28. They meet March 14 at Glen-Aire CC, Sherman Oaks. . . . Ace pubreller **John Malone** will handle PR for new raceway now coming up near Riverside. Smartest move they've made & will avoid popoff statements & malarkey disseminated in the past. **John Haskell**, prominent BevHills realtor and man-about-town, is now associated with the big project on the business end. . . . **Chuck Daigh**, one of the most popular drivers of all (Troutman-Barnes Spl.), is coming in for a lot of cheers for the way that Thunderbird was prepared and performed at Daytona.



JOHN VON NEUMANN

Prediction: Near future National title for **Les Scott**, real up & coming lad who had fastest qualifying time and first in trophy dash (**Ruttman & Stevenson** behind him) in Pomona stocker. He was giving 'em a real driving lesson in '56 Ford (against field of '57 makes) when water hose & tire trouble forced him out. . . . Proud of their new 1957 Corvettes: **Pete Peterson, Lew Spencer & Pat Hanna**. Pete's was delivered at 6 p.m. After a brief sample ride in it, Lew got on the tube & had his own in the garage by 11 a.m. next day. . . . Stockers (going in opposite direction) were about five seconds slower than sports cars the month before at Pomona course.

Tire talk: **Carl Gardner** is getting more & more calls for his Dunlop racing tires at Gardner-Reynolds. Carl is a veteran who knows his racing and satisfies the most exacting tire needs. . . . **Tom McLaughlin** of Competition Accessories carries two types of Engelbert tires—stock racing skins of harder rubber for rougher surfaces, like Palm Springs, and a softer one for courses like Paramount and Pomona, where surfaces are comparatively smoother and more adhesion is needed. . . . **Johnny McLaughlin**, who has left service dept. of Competition Motors, has sold the Porsche Spyder (which **Richie Ginther** drove at Palm Springs, Santa Barbara and Pomona) to **Tracy Bird** of Tucson. Tracy has been named to the National activities board of SCCA. . . . The Frazer-Nash Bill Muse flipped at Willow Springs time trials recently is the one



—Gene Simon

HANDY—Pretty Jane Moore, live-wire editor of Paramount Studio Sports Car Club's Newsletter, finds the new Vespa motor scooter just the thing to get around at the races. Genl. Sales Mgr. **Ernie Cianci** makes the Vespas available to the press at races.

he had just purchased from **Jim Firestone**.

Wife of **Harry Morrow**, the 500cc driver, is in the hospital for a tumor operation. Here's for a speedy recovery. . . . **Earl Grace** is back with **Nick Pastor** in South Gate. . . . The **Bill Elsworth** firm in Cathedral City closed up, but not before **Elmer Ballard** got a terrific bargain on parts for his boss, **Pastor**. . . . **Stan Segal** of **Stanley Cowan Pubrel** is helping Road Racing Register with its publicity. . . . **John Edgar** reports his 3.5 Ferrari has been shipped to Honolulu for dept. store display to boom the April races. Driving for him at Stockton, March 16-17, will be **Carroll Shelby**, 4.9 Ferrari, and **Ruth Levy**, Alfa Veloce. At Honolulu, **Shelby** goes in either **Edgar's** 3.0 Maserati or 4.9 Ferrari, and **Tetta Richert** in the factory Porsche Spyder. "I'll use the 3.5 Ferrari just in a pinch," John said. . . . **J. David Orozco** of **Orozco Travel Service** has cooked up a package tour to Mexico City for the races there April 7.

Meetings, Banquets

- MARCH**
- 13—Simca O.C. meeting, 3025 Crenshaw Blvd., 8 p.m.
 - 14—DKW Owners' Club, Glen-Aire Country Club, Sherman Oaks
 - 16—J.O.A. Dinner meeting, Cafe de Paris, Sunset Blvd. 7:30 p.m.
 - 20—R.R.T.A. Awards Banquet, Huntington Hotel, Pasadena.
 - 21—MG Car Club of America, Elysian Park Rec. Hall, 8 p.m.
 - 30—L.A. Region SCCA Bongo Bash, Crescent Heights Mansion.
 - 30—Paramount Studio SCC 1st Annual Awards Banquet. (location later).
- APRIL**
- 10—Elks No. 99 Dinner honoring Jimmy Bryan.

It'll be by air. Call MADISON 6-2291 for details.

Marquis de Portago, whose exploits need no detailing insofar as sports car competition is concerned, also excels in bobsledding and skiing. In fact, he broke a 25-year-old record for the Cresta bobsled run at St. Moritz recently, going the 568-yard run in 28.9 seconds, or 60mph! Get this—his Ferrari contract forbids him to ski because it's too dangerous!

Newest MOTORACING subscriber is **Chuck Brassell**, the chap who pranged his Chevy Corvette on the cool-off lap following Race 10 in which he placed 7th overall at Pomona. Chuck hails from West Palm Beach, Fla., and is a handsome 28 and can be found selling Chevys at **Harry Mann's**. "What hurts is that I'd gone through that turn much faster during the race, but in slowing down 20mph on the cool-off I lacked the speed to carry me through the wet corner and the Corvette gillholed," he explained.

Jean Behra was acclaimed French racing champion at an FIA reception recently in Paris. . . . **Claude Storez** was named French touring champion. . . . FIA's revised Appendix C lists a new racing category titled Class K for cars up to 250cc. Turbine cars have been placed in weight brackets, class A weighing over 1900kg and class B up to 1000kg.

Drivers **Johnny Baldwin** and **Dicky Reese** from the S.F.-Oakland bay area are slated for driver's tests at Indy in the Bowes Seal Fast Special, recently purchased by **Fred Deorian** and **Fred Gearhardt** of Fresno from **George Bignotti**.

Presenting the NEW MORGAN

4/4 SERIES 11 . . . LOWEST PRICED SPORTS CAR IN AMERICA

\$2195.00 SUPERB FOR COMPETITION
Ideal for Every Day Driving
SENSATIONAL GAS MILEAGE

Built by England's most experienced sports car manufacturer (since 1911). Also available: 2- and 4-seat Roadsters, and 2-seat Drop-Head Coupe with Triumph TR- engine.

Send Today for Our Free Illustrated Brochure or Come in for a Demonstration

WORLDWIDE IMPORT, Inc.
1968 SO. SEPULVEDA
LOS ANGELES 25, CALIF.
GRanite 7-6739

ED SAVIN SPORT CARS
475 SO. ATLANTIC
312 SO. SOTO
L.A.—AN. 8-7151 & AN. 8-3264

ROAD RACING REGISTER, INC.

WILLOW SPRINGS

PROFESSIONAL

ROAD RACES

MARCH 17th

TOP DRIVERS . . .

GRAND PRIX CARS . . .

SPORTS CARS . . .

Thrills . . . Chills . . . Spills

EXCITING 2½ MILE COURSE

NORTH OF LANCASTER—6 MILES WEST
OF ROSAMOND OFF HIGHWAY 6

STARTS 12 NOON

RRR

COME EARLY

RRR

Approved

RACE and STREET TIRE

Retreading

"Quick Service for Quick Cars"

SPORTS and DOMESTIC
IMPORTED

DUNLOP TIRES

WE BUY RETREADABLE CASINGS

"Lefty" JENKINS

TIRE SERVICE

4400 Firestone Blvd.

SOUTH GATE
CALIFORNIA

LO. 4-2471

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FRANK MILLARD SPORT CARS INC.

Where the Stars Buy Their Cars!

JAGUAR - MG - MERCEDES - BENZ - AUSTIN
AUSTIN HEALEY - MORRIS - ALFA ROMEO

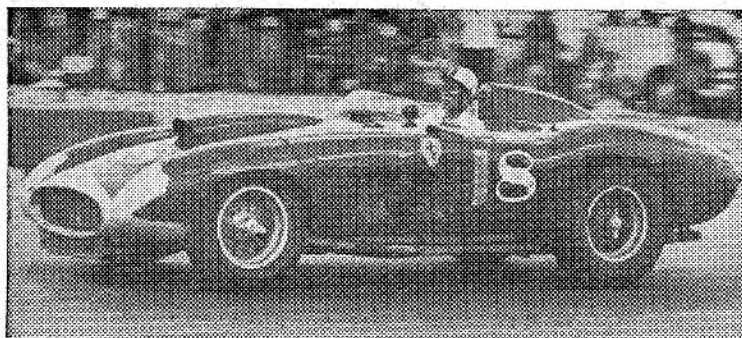
COMPLETE SERVICE FOR IMPORTED CARS

★ 15531 VENTURA BLVD., Encino ★

ST. 9-6176

ST. 7-2343

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



—Claude Haycraft

SCOOTIN' SHELBY — Turning in a great effort in the Cuban Grand Prix, Feb. 25, was Carroll Shelby, Dallas, Tex., 1956 SCCA unlimited class champion. He's shown at speed in John Edgar's 4.9 Ferrari, tuned by Joe Landaker, finishing second to Fangio in the 500-kilometer road race. Car's oil temperature gauge hit 130 early, and Shelby said he maintained machine at 5500 rpm in hopes of landing somewhere in first three without mount blowing up.

It's Flying Fangio at Havana

OFFICIAL RESULTS FIRST GRAN PREMIO de CUBA
500 KILOMETERS (310 MILES)

Fin. Driver & Country	Car	Laps	Time
1. J. M. Fangio, Argentina	3.0 Maserati	90	3h., 11m., 2s.
2. Carroll Shelby, U.S.	4.9 Ferrari	90	3h., 12m., 24.3s.
3. Alfonso de Portago, Spain	3.5 Ferrari	89	3h., 11m., 59s.
4. Peter Collins, England	2.0 Ferrari	87	3h., 13m., 15s.
5. Oliver Gendebien, Belg.	2.0 Ferrari	85	3h., 11m., 47.5s.
6. Alfonso G. Mena, Cuba	3.5 Jaguar	83	3h., 12m., 42s.
7. Pietro Drogo, Venezuela	2.0 Ferrari	79	3h., 12m., 11.3s.
8. Masten Gregory, U.S.	2.0 Ferrari	79	3h., 12m., 31s.

DID NOT FINISH—Phil Hill, Ferrari; Harry Schell, Maserati; Stirling Moss, Maserati; Eugenio Castellotti, Ferrari; Jean Lucas, Ferrari; Piero Carini, Ferrari; Octavo Guarducci, Ferrari; Perez de la Mesa, Maserati; Howard Hively, Ferrari; Alejandro de Tomaso, Maserati.

CLASS WINNERS—Over-2000cc—J. M. Fangio, Carroll Shelby, Alfonso de Portago, Alfonso Gomez Mena. Up to 2000cc—Peter Collins, Oliver Gendebien, Pietro Drogo, Masten Gregory.

CUBAN AUTO RACES

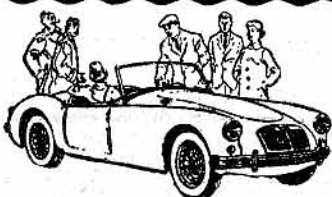
Class B stock, 10 laps—Jose S. Cubillas, Studebaker; Alberto Garrido and E. Guevara, Ford; Armando Garcia, Chevrolet; Armando Menendez, Chevrolet; Fabio Soltyssek, Volkswagen. Winning average, 120.713kph.

Class A stock, 10 laps—Abelardo Carreras, Buick; Santiago Gonzalez, Ford; Leslie Nobrega, Ford; Manuel P. de la Mesa, Studebaker; Rafael Gallinat, Buick. Winning average, 128.486kph.

Sports cars over 2000cc—Santiago Gonzales, Mercedes 300SL; Modesto Bolanos, Mercedes 300SL; Wenceslao Infante, Jaguar; Elias Regalado, Ferrari; Joaquin Sierra, Austin-Healey; Jose Darias, Thunderbird. Winning average, 135.408kph.

Sports cars under 2000cc—Diego Febles, Triumph.

Read Motoracing Regularly



**BURBANK
SPORTS CAR
CENTER**

MGA — AUSTIN HEALEY — MG MAGNETTE — MORRIS

Complete Service Dept. Genuine Factory Parts

SPEED TUNING

ROAD TUNING

507 SO. SAN FERNANDO RD.
BURBANK

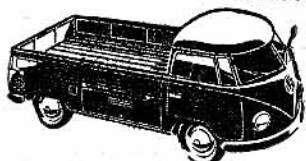
TH. 2-4868
JIM PARKINSON

CORVETTES

SELECT YOUR CORVETTE
FROM SOUTHERN CALIFORNIA'S
LARGEST STOCK

HARRY MANN CHEVROLET

Crenshaw & Slauson Los Angeles, Calif.
AX. 4-6101



**KRAUS
MOTOR CO.**
2124 COLORADO ST.
PASADENA

VOLKSWAGEN • PORSCHE
Only Factory Trained Mechanics
SY. 2-2189

WE HAVE THE FINEST BODY SHOP IN THE WEST
AT 63 BEACON PLACE, PASADENA
ONE BLOCK WEST OF ROSEMEAD OFF COLORADO BLVD.

DKW

ASTON MARTIN

FOREIGN CAR

SALES and SERVICE

VIKING QUARTER MIDGETS

AND ROADSTERS . . .

SPORTS RACING SUITS • RACING GLOVES

ANDERSON CRASH HELMETS

DYNAMOMETER TUNING ★ COMPLETE PARTS DEPT.

MONISE MOTORS

90 N. SANTA ANITA AVE.
PASADENA, CALIF.
SY. 3-3953 • RY. 1-5746

MOTORING



fo(u)r
FUN

By JOHN FOSTER

National President, FCCA

LAST WEEK I requested you swamp **Lew Himmelrich** with news of your chapter's activities for broadcasting over KBLA. Now I find myself in the same boat with a 10-minute spot over the same program. Shoot your info to me promptly for taping Monday evenings. Broadcasts are every weekday, 5:30 to 6:30 p.m. on KBLA.

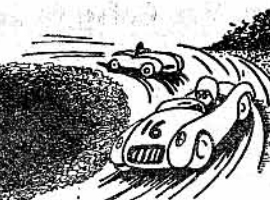


JOHN FOSTER

Congratulations to the officers of **S. F. Valley Chapter**, who now provide all their members with an info-packed booklet containing membership list, chapter rules and regs, rallye rules, National's officer roster, every chapter's officer roster, meeting time and place, and the '57 SCCSCC calendar. I'm sure every member will find it the most well-thumbed book of the year and it will help them all to exchange visits with their fellow chapters.

Brushing up on his Swedish, and polar flight itinerary, is **Ron Pearson**, member and highly-successful race driver of the volatile Volvo. After amassing something like 17 outright wins in 21 races and being largely responsible for his car's phenomenal success hereabouts, Ron leaves this month for the Volvo factory at Gothenburg to pick up, and probably offer, a little 'gen' (pukka info) on making these bombs really go. At a meeting the other night Ron asked if there was anything special he could bring us from Sweden. You've guessed it — he was swamped with cries of "Yes . . . a stable of Anita Ekbergs!"

MY FAVORITE CORNER



(Editor's Note — This is the first of a series of articles by well-known U. S. and European drivers, who will tell which is their favorite corner and why. Oker is famed for his Coast wins for Ed Savin Sports Cars in a Morgan Plus 4 and now in the AC Ace-Bristol.)

By BOB OKER

Turn 2 at Pomona is one of the few corners that can actually be taken fast enough to set up a 4-wheel drift instead of sliding through. It is really an S-turn, as two-thirds of the way through it tighten up and you have to let the car more and less slide across the track in order to get it in the right attitude to go through the S.

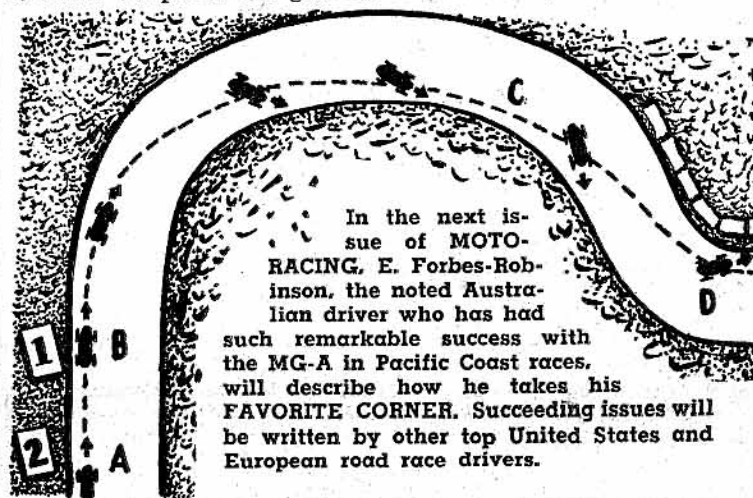
In approaching the turn, in the Ace anyway, I hit point "A" at approximately 90-95 mph. I would shut off, brake, and enter at about 75mph in 3rd gear at

point "B," entering at the extreme left of the corner and making a large arc out of it. In other words, making a larger radius than the turn actually is. Using just enough throttle to hold the drift, I would continue to point "C."

The speed on entering at "B" and the speed obtained by the time you get to "C" are the most critical and important factors in setting up the car to come out of the turn. At point "C" the car will automatically, if the speed is correct, start to slide to the left side of the track. I let it slide to point "D," coming as close as possible to the hay bales. This is a "must" in order to bring the car to the right and out of the turn, because the track is so narrow at that point.

At this point I use full throttle in order to make the crossover, correct, and be able to hit high gear before entering turn 4.

Braking and shifting should be done between "A" and "B" while the car is straight. Never try to turn and brake at the same time if you want to keep tires at maximum adhesion.



In the next issue of **MOTOR RACING**, E. Forbes-Robinson, the noted Australian driver who has had such remarkable success with the MG-A in Pacific Coast races, will describe how he takes his **FAVORITE CORNER**. Succeeding issues will be written by other top United States and European road race drivers.

THE WORLD'S SAFEST TIRE



HOLD EVERY WORLD
LAND SPEED RECORD
SINCE 1929

CONTINENTAL MOTORS
4851 E. WHITTIER BLVD.

AUTO WORKS
8250 SEPULVEDA BLVD.
VAN NUYS, CALIF.

MICHELL & PAULI
4647 W. SLAUSON AVE.

CLIFFORD T. NUTT
245 W. FOOTHILL BLVD.
MONROVIA

SPORTS CAR OWNERS

- ★ We carry a complete line of imported Dunlop Tires and Tubes.
- ★ We recap all sizes of foreign car tires with 100% natural road racing rubber, plus special rebuilding of tires to racing specifications.
- ★ All work done by our company is guaranteed against defects in workmanship and material without limit as to time or mileage.

GARDNER-REYNOLDS, INC.

4758 E. Olympic Blvd.
Los Angeles 22, California

OR SEE THESE
CALIF. DEALERS

Angelus 9-0707

Are You Going to Europe?

Here's Rundown on European Cars

(Editor's Note—This is the fourth article of a series.)

By HENRY N. MANNEY III
MOTORACING Staff Correspondent

CANNES, France, March 6 — If you pass over the Japanese, Russian and Australian automobile industries, that leaves you with the sticky problem of choosing a European car from the dozens available. Inasmuch as this is a potted consumer's guide, we can pot it still further and dis-



qualify the Czech Skoda and East German IFA straight off.

Let's start at the top and work down. Remember, though, that these are my own personal opinions based on what I think the sporting driver . . . not the vegetable driver . . . requires for happy and comfortable touring.

Sweden: The two-stroke Saab and the Volvo are both well "known cars; if you could get your Volvo to go like the one that runs in California races, you would be well off.

Germany: Everybody reading this, I think, has seen a Volkswagen. There is no denying the fact that they are well made, run a long time, have service departments everywhere, and have a good resale if you take them home.

DKWs are nice if you like two cycles.

A STURDY CAR

Mercedes builds a lot of sturdy if not exactly stylish automobiles which, as a salesman for the marque once pointed out, are old men's autos. Very well made but from all reports service is ghastly expensive. As for such "bombas" (Gus says we have to use that word once every issue) such as the Lloyd, Goggomobil, Isetta, etc., if you have a sense of humor go ahead.

France: The best car on paper is the Panhard, which is air cooled, light and has lots of baggage space. I bought one and not

only did it unscrew itself faster than I could keep up, but you are worse off for parts outside of France in Europe than in California. They are without doubt the most poorly assembled automobile in history; a crying shame, since the conception is tremendous. Workmanship may have improved now since Citroen bought them out. Just in case you think I am prejudiced, the editor of one of the leading English automobile papers said that it was the only car he knew which had gotten successively worse since its inception.

Renault makes three nice passenger wagons, but the best value by far is the Dauphine.

The Peugeot has an excellent reputation and besides almost every French driver who will race with you has one. They go pretty good, look nice, and turn up for all the rallies.

I am sorta lukewarm on Simcas of all sizes but that is because of the prices some characters at home wanted for their parts. Especially since Ford (France) and Simca melded, the Simcas have been pointing towards being little Amurricans.

COPY NOBODY

Citroen is another matter . . . the new Citroens (or for that matter, the old ones) copy nobody. If you want a slow and indestructible model, the 2 cv is great; if you want a well proven (22 yrs.) design, one of the normal line; if you want the world's most advanced, there is the DS 19 . . . that is, if you don't mind being asked "Wotcher doing in that toothpaste tube, mister?"

Italian cars are more fun to drive than any others . . . all go good for their size, handle in a superior fashion (possibly excluding the bigger Fiats) and have good driving positions.

Not only does the Fiat make lots of good automobiles, practically everybody drives one, usually in a sporting manner. The Italian manufacturers long ago found out that any car you couldn't race, officially or otherwise, would not sell. Not only that, the insanitary models and

likewise those that refused to let themselves be hopped up went the way of all scrap. The 600 Fiat or Seicento doesn't go too well but I have been really beat up in the mountains near Como by one with some of Mr. Arbath's hop-up equipment.

They also make a very pretty little bus on the 600 chassis if you are in no hurry. The ubiquitous 1100 or Millecento is one of the world's best automobiles in spite of the fact that it is noisy and hasn't too much luggage space. The handling is tremendous, the brakes likewise, and the sturdy four holer responds to all sorts of excitement.

CHEAPER IN U.S.

Fiat also makes a 1400 and 1900 but if you wanted a 1948 K-F you could buy one cheaper at home.

Lancia makes an 1100 V-4 Appia, which is plenty good enough for Enzo Ferrari's personal transport but sort of dear; also they market a 2.3 Aurelia four door which is ditto.

Alfa Romeo makes the lovely little Giulietta sedan that has the brakes and all that off the Sprint and you can get it set up to sports specs from the factory or from Mr. Nardi in Torino. They also make a sort of clumpy 1900 four door.

English passenger cars, as distinct from sports cars, I will go into very briefly because taken as a whole, I wouldn't have one. What would you think of the products of a company that advertised that they couldn't go 60mph down the autobahn for any length of time without having to change to a better make of bearing? What do you think of the products of companies that have had the chances, sales and parts-wise, that they have had in America since the war and have bobbled them so completely?

PARTS PROBLEM

More realistically, because of customs and all that stuff you may have trouble finding parts on the Continent. In spite of all I have said, there must be (according to Denis Evans) a really good English passenger car, so I suggest you ask him.

The above tirade does not apply (except in the case of parts) to Mr. Lyons' Jaguars, which are nice cars but BIG.

Summing up, if I had to do it over again, wanted a sedan for baggage or family reasons, and had varying amounts of time and money, I would select one of these cars: Renault Dauphine, Peugeot 403, VW, Mercedes 300, Fiat 600, 1100, TV, Alfa Giulietta, Lancia, Appia, Jaguar 2.4. You pays your money and you takes your choice.

(To be continued)

TENTATIVE SEBRING ENTRIES

Florida International 12-Hour Gran Prix
of Endurance at Sebring, Fla., March 23

FERRARI—Factory Entries—3500cc—Eugenio Castellotti, Italy—Marques de Portago, Spain; 3500cc—Peter Collins, England—Count von Trips, Germany; 3500cc—Luigi Musso—Luigi Perdisa, both Italy. Private Entries—1998cc—Masten Gregory, Kansas City, Mo.—Louis Brero, Arcata, Calif.; 3500cc—Howard Hively, Cincinnati—Phil Hill, Santa Monica, Calif.; 1998cc—Ed Lunken, Chicago—Chuck Hassan, Cincinnati; 1998cc—Porfirio Rubirosa, Dominican Republic—Wm. Hilborn, New York; 2996cc—George Arents, Stamford, Conn.—M. de Vroom, Holland; 2996cc—Harry Kullen, Baltimore, Md.—drivers not named. Reserve—4400cc—John Kilbourn, Decatur, Ill.

MASERATI—Factory Entries—4500cc—Juan Manuel Fangio, Argentina—Stirling Moss, England; 3000cc—Jean Behra, France—Carlos Mediteguy, Argentina; 2500cc—Carroll Shelby, Dallas, Tex.—Harry Schell, France. Private Entries—3000cc—Dale Duncan, Overland Park, Kans.—Jimmy Bryan, Indianapolis; 3000cc—Richie Ginther, Santa Monica, Calif.; 2000cc—Jim Kimberly, Chicago—Ted Boynton, Chicago; 2000cc—Lance Reventlow, Hollywood, Calif.—Bill Pollack, Sherman Oaks, Calif.; 1500cc—Robert Burns, Houston, Tex.—Co-driver not named. Reserve—3500cc—Tony Parravano, Inglewood, Calif.

JAGUAR—Factory Entries—3800cc—Mike Hawthorn—Ivor Bueb, both of England; 3810cc—Briggs S. Cunningham—Bill Lloyd, both of Greens Farms, Conn.; 3810cc—Walt Hansgen, Cranford, N.J.—Russ Boss, Providence, R.I. Private Entries—3442cc—Pearce Woods—Fred Woodward, Whittier, Calif.; 3442cc—Loyal Kalske, Omaha, Neb.—co-driver not named; 3442cc—Jack Binsley, Indianapolis—Pat O'Connor, Indianapolis; 3442cc—Alfonso Mena, Havana, Cuba.

PORSCHE—Factory Entries—1498cc—Umberto Maglioli, Italy—Hans Hermann, Germany; 1600cc—Herbert Linge, Germany—Jack MacAfee, Manhattan Beach, Calif. Private Entries—1498cc—Norman Scott, Houston, Tex.—Frank Bott, Chicago; 1498cc—Ed Crawford, Chicago—Phil Stewart, Lake Forest, Ill.; 1498cc—Art Bunker, New York—Charles Wallace, Bethesda, Md.; 1498cc—J. P. Kunstle, Carmel, Calif.—Ken Miles, Hollywood, Calif. Reserve—1498cc—Richie Ginther, Santa Monica, Calif.; Peter Lovely, Seattle, Wash.

MG—Factory Entries—1486cc—Canadian car—A. R. N. Miller—Abe Levins, both Toronto; 1486cc—Washington, D.C. Car—Steve Spitzer, Bethesda, Md.—Major William Kinchloe, Falls Church, Va.; 1486cc—New York Car—Dave Ash, Stony Point, N.Y.—Gus Ehrman, Providence, R.I.

AUSTIN-HEALEY—Factory Entries—2639cc—Roy Jackson—Moore, London—E. Forbes Robinson, Glendale, Calif.; 2639cc—Phil Stiles, Palm Beach, Fla.—John Bentley, Arlington, L.I., N.Y.; 2639cc—Gil Gittner—Ray Cuomo, New York.

MORGAN—Private Entry—1977cc—Bob Grier, New York City—Dick Kennedy, Ypsilanti, Mich.

STANGELINI—Private Entry—1100cc—Harry Behm—Charlie Haas, addresses not given.

OSCA—Private Entry—1492cc—Otto Linton, Philadelphia—Harry Beck—Hal Stetson.

ARNOLD-BRISTOL—Factory Entries—1997cc—S. H. Arnold, Warsaw, Ind.—Bob Goldrich; 1997cc—John Weitz, New York—Robt. Galt; 1997cc—Bob Ballinger, Highland Park, Ill.—J. E. Peterson, Burbank, Calif.

ALFA-ROMEO—Private Entries—1290cc—Jake Kaplan, Providence, R.I.—George Rainville; 1290cc—Sir Sydney Oakes, Lady Greta Oakes, Sherman (Red) Crise, Nassau, Bahamas; 1290cc—Robert Kessler—L. Comito, addresses not given. Reserve—1290cc—Fred Woodward—Frank Aldous, Whittier, Calif.

RENAULT—Factory Entries—850cc—Mile. Gilbert Thirion, Belgium—Mile. Nadege Perrier, Switzerland; 850cc—Paul Frece, Belgium—co-driver unnamed; 850cc—Jean Michy, France—co-driver unnamed.

COOPER—Factory Entries—1098cc—Tom Hallock—Max Goldman, addresses not given; 1500cc—Drivers not named.

LOTUS—Factory Entries—1500cc—Colin Chapman, England—Joe Sheppard, Miami, Dick Dungan; 1100cc—Jay Chamberlain—Ignacio Lozano, Los Angeles; 1500cc—Puerto Rico Car—Luiso Perdisa—Rafael Rosales. Reserve—1500cc—Charles Moran, New York—Dr. and Mrs. M. R. J. Wyllie, Allison Park, Pa.

TRIUMPH—Factory Entries—1997cc—Bob Drake, Redondo Beach, Calif.—Ken Richardson, England; 1997cc—Bob Oker, Whittier, Calif.; 1997cc—Bethel—Pennybacker.

A.C.—Factory Entries—1997cc—J. H. Dressel, Arlington, Va.—J. Cullen; 1997cc—Fernandez—Gonzales. Reserve—1997cc—John Mull and Mrs. E. Mull.

MERCEDES-BENZ—Private Entries—2996cc—Chet Flynn, New York City—Ed Hugus, Pittsburgh, Pa.; 2996cc—Paul O'Shea, Northampton, Mass.—Harry Grey, New York City.

CHEVROLET CORVETTE—4638cc—Dick Thompson, Washington, D.C.—Dale Duncan; 4638cc—Gaston Andre—Paul Goldsmith; 4638cc—John Fitch, Stamford, Conn.; 4638cc—Drivers not named.

TERRIFIC FIELD AT SEBRING

(Continued from Page 1)

Conn., Jaguar. Paul O'Shea, Northampton, Mass., SCCA high point scorer in '55 and '56, drives a Mercedes-Benz 300SL and Dr. Richard Thompson, Washington, D.C., SCCA runner-up, drives a Chevrolet Corvette.

Jaguar makes a bid with Ivor Bueb and Mike Hawthorn of England.

LIST CAN CHANGE

The list of drivers is subject to change because once a "first"

driver is nominated for a car he remains frozen with that car for the event. A co-driver may transfer to another car other than to which he was named if he has not been at the wheel of his appointed car, or has not driven any car in the race. Once he takes the wheel of a car he must remain with it for the event.

Patronize advertisers in MOTORACING. Tell 'em you saw it in MOTORACING.

WILLIAMSON MOTORS

Authorized Sales and Service

MG-A • AUSTIN-HEALEY

3153 W. Pico, Los Angeles 19, Calif.
REpublic 2-8126

ED SAVIN'S

Competition Shop

RACING SPECIALISTS

COMPLETE PREPARATION ASSURED

"IT'S THE LITTLE THINGS THAT COUNT"

DYNAMOMETER TUNING

Phone BILL RUDD at AN. 8-3264

475 SO. ATLANTIC

East Los Angeles

Please Call for Appointment

MICHELIN "X" TIRES



STEEL-CORD

Because of its steel-cord bracing, the tread is not subject to distortions which are the cause of tread slip. Thus Michelin "X" tires provide better grip and traction on wet roads, in mud, sand or snow than even the heavily patterned tires. It is also because of the absence of distortions—and therefore of shuffling—that the tread gives

TWICE THE MILEAGE

CALL Citrus 1-1123 for TIRE SIZES

HAL MOODY

4698 SAN FERNANDO RD.

Citrus 1-1123

GLENDAL, CALIF.



World's Finest
Imported Cars

ROLLS ROYCE
BENTLEY
MERCEDES
ASTON MARTIN
JAGUAR
ALFA ROMEO
AUSTIN HEALEY
AUSTIN
MG
DKW

PETER SATORI INC.

COMPLETE PARTS AND SERVICE

PASADENA: 325 W. Colorado St.
Pasadena, Calif.
GLENDAL: 143 So. Glendale Ave.
Glendale, Calif.

ACCESSORIES

SPORT CAR

Sport Car BURGLAR ALARM. Perfect for the unlockable cars. Stops car stripping — Blows horn 15 secs. the instant anyone tampers—or a Detroit car mounds it while parked. Small, mounts under hood. Switch on dash. \$3.95 ea.



Special
MG-Windwings . . \$9.95 pair.
Finest quality, precision made.

CONCOURSE—P. O. Box 1186, Dept.
Sherman Oaks, California
Calif. residents add 4% tax
Retail—14006 Ventura, Sherman Oaks.

TROPHIES ★ ★ ★ DASH PLAQUES

By AL SHERWIN

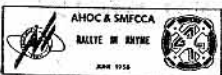
Elegance in dash plaques — for Concours, Rally, Race, Hill Climb or any sports car event—at prices every club can afford.



AL SHERWIN TROPHIES

4930 VENICE BLVD.

WE. 8-2778



INDIANAPOLIS SPEEDWAY

TOUR

★ NINE Days of FUN

ON A GREYHOUND BUS

★ LEAVE MAY 24th

\$165.00 Includes Tax

- 6 NIGHTS HOTEL Accommodations
- GRANDSTAND—Box Seat for the Race
- BIG POST-RACE DINNER FOR INFORMATION

JOHN SOUSA

600 SO. SPRING STREET

Los Angeles, Cal. TU. 6177

MOTORACING
725 N. Western Ave., Suite 14
Los Angeles 29, Calif.

Second class mail privileges
authorized at Los Angeles, Calif.

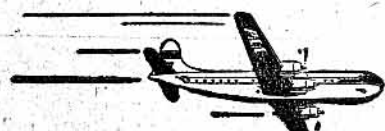
MOTORACING GOES TO HAWAII

**JOIN MOTORACING's First Annual Tour
TO HAWAII for**

HAWAII International SPEED WEEK RACES

**In Cooperation With DUSTY MAHON
WESTWOOD TRAVEL SERVICE**

BY



PAN AMERICAN WORLD AIRWAYS

World's Most Experienced Airline

**9 BIG NIGHTS
IN HAWAII**



**LEAVE LOS ANGELES
SAT., APRIL 13
LEAVE HONOLULU
MON., APRIL 22**

MOTORACING TOUR INCLUDES

- Roundtrip by Pan American
- Hotel for 9 Nights in Hawaii
- Transportation Airport to Hotel
- Hawaii Victory Banquet

**for details TODAY contact
DUSTY MAHON**

Complete for Couple.....\$585 up

Complete for Single.....\$298 up

Steamship Sailings also available on
S. S. Leilani and S. S. Lurline

**WESTWOOD TRAVEL SERVICE
1133 GLENDON AVE. . . . WESTWOOD VILLAGE**

**... GRanite 8-9823
LOS ANGELES 24, CALIF.**